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HONG KONG, WEDNESDAY, OCTOBER 9, 1929.

叁拜禮 日玖月拾年九廿百九仟壹英 PRICE: \$3 PER MONTH

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after April 9th, 1929, until further Notice (all previous
Time Tables cancelled.)

UP TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.	No. 12 M.	No. 1 P.M.	No. 2 P.M.	No. 3 P.M.	No. 4 P.M.	No. 5 P.M.	No. 6 P.M.	No. 7 P.M.	No. 8 P.M.	No. 9 P.M.	No. 10 P.M.	No. 11 P.M.	No. 12 M.
Kowloon Dep.	6.40	8.05	8.30	9.15	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15	12.30	12.45	1.00	1.15	1.30	1.45	2.00	2.15	2.30	2.45
Yau Ma Tei Dep.	6.49	8.14	8.39	9.24	10.09	10.24	10.39	10.54	11.09	11.24	11.39	11.54	12.09	12.24	12.39	12.54	1.09	1.24	1.39	1.54	2.09	2.24	2.39	2.54
Shatin Dep.	7.01	8.26	8.51	9.36	10.21	10.36	10.51	11.06	11.21	11.36	11.51	12.06	12.21	12.36	12.51	1.06	1.21	1.36	1.51	2.06	2.21	2.36	2.51	3.06
Tai Po Dep.	7.15	8.40	9.05	9.50	10.35	10.50	11.05	11.20	11.35	11.50	12.05	12.20	12.35	12.50	1.05	1.20	1.35	1.50	2.05	2.20	2.35	2.50	3.05	3.20
Tai Po Market Dep.	7.30	8.55	9.20	10.05	10.40	10.55	11.10	11.25	11.40	11.55	12.10	12.25	12.40	12.55	1.10	1.25	1.40	1.55	2.10	2.25	2.40	2.55	3.10	3.25
Fanning Dep.	7.50	9.15	9.40	10.25	11.00	11.15	11.30	11.45	12.00	12.15	12.30	12.45	1.00	1.15	1.30	1.45	2.00	2.15	2.30	2.45	3.00	3.15	3.30	3.45
Shang Shui Dep.	7.55	9.20	9.45	10.30	11.05	11.20	11.35	11.50	12.05	12.20	12.35	12.50	1.05	1.20	1.35	1.50	2.05	2.20	2.35	2.50	3.05	3.20	3.35	3.50
Sham Shui Arr.	7.41	8.45	9.10	10.01	10.58	1.08	1.13	1.18	1.23	1.28	1.33	1.38	1.43	1.48	1.53	1.58	2.03	2.08	2.13	2.18	2.23	2.28	2.33	2.38
Canton Arr.	12.05	1.05	1.10	1.15	1.20	1.25	1.30	1.35	1.40	1.45	1.50	1.55	2.00	2.05	2.10	2.15	2.20	2.25	2.30	2.35	2.40	2.45	2.50	2.55

DOWN TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.	No. 12 M.	No. 1 P.M.	No. 2 P.M.	No. 3 P.M.	No. 4 P.M.	No. 5 P.M.	No. 6 P.M.	No. 7 P.M.	No. 8 P.M.	No. 9 P.M.	No. 10 P.M.	No. 11 P.M.	No. 12 M.
Canton Dep.	—	—	—	8.10	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sham Shui Dep.	7.17	8.05	8.34	9.03	9.32	10.01	10.30	10.59	11.28	11.57	12.26	12.55	1.24	1.53	2.22	2.51	3.20	3.49	4.18	4.47	5.16	5.45	6.14	6.43
Shang Shui Dep.	7.25	8.13	8.42	9.11	9.40	10.09	10.38	11.07	11.36	12.05	12.34	13.03	13.32	14.01	14.30	14.59	15.28	15.57	16.26	16.55	17.24	17.53	18.22	18.51
Fanning Dep.	7.30	8.18	8.47	9.16	9.45	10.14	10.43	11.12	11.41	12.10	12.39	13.08	13.37	14.06	14.35	15.04	15.33	16.02	16.31	17.00	17.29	17.58	18.27	18.56
Tai Po Market Dep.	7.40	8.28	8.57	9.26	9.55	10.24	10.53	11.22	11.51	12.20	12.49	13.18	13.47	14.16	14.45	15.14	15.43	16.12	16.41	17.10	17.39	18.08	18.37	19.06
Tai Po Dep.	7.44	8.32	9.01	9.30	9.59	10.28	10.57	11.26	11.55	12.24	12.53	13.22	13.51	14.20	14.49	15.18	15.47	16.16	16.45	17.14	17.43	18.12	18.41	19.10
Shatin Dep.	7.57	8.44	9.13	9.42	10.11	10.40	11.09	11.38	12.07	12.36	13.05	13.34	14.03	14.32	15.01	15.30	15.59	16.28	16.57	17.26	17.55	18.24	18.53	19.22
Yau Ma Tei Dep.	8.11	8.58	9.27	9.56	10.25	10.54	11.23	11.52	12.21	12.50	13.19	13.48	14.17	14.46	15.15	15.44	16.13	16.42	17.11	17.40	18.09	18.38	19.07	19.36
Kowloon Arr.	8.17	9.03	9.32	10.01	10.30	10.59	11.28	11.57	12.26	12.55	13.24	13.53	14.22	14.51	15.20	15.49	16.18	16.47	17.16	17.45	18.14	18.43	19.12	19.41

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On SUNDAY, 13th OCTOBER.

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DEVELOPMENT OF MANCHURIAN RAILWAYS.

CHINESE SYSTEMS EXTENDING AND IMPROVING.

WORK OF COMMUNICATIONS COMMITTEE IN MUKDEN.

PROPOSED NEW NORTHERN PORT.

PEKING.—With the world's attention focussed on the Chinese Eastern railway in Manchuria during recent months, the fact that the purely Chinese system of railways in Manchuria has been steadily overlooked.

However, even while the border raids were disturbing Russians and Chinese, the railway chiefs at Mukden were celebrating the completion of another Chinese railway, and were starting construction of two other lines and making plans for still others.

Chinese Port.

And while the world was discussing the possibility of a Sino-Russian war, the communications committee in Mukden was more interested in plans for a real Chinese port in Manchuria, to afford an outlet for the Chinese railways in the south other than the Japanese port of Dairen.

Details of the recent construction of Chinese railways and of plans for a port and other railways were obtained by the writer directly from Marshal Chang Hsueh Liang's railway advisers. The port will not be completed for some time; it has not yet even been decided whether it will be built at Huludao or Newchwang, but the Manchurian authorities appear determined to build a port, and believe they can do so within three years.

The Government at Mukden is more fortunate than that in Nanking because it has a large and steady revenue, and can find funds readily for its various projects. The Manchurian railways and port are approved by all factions, so that plans are likely to be carried out.

Polite Evasion.

Officials at Mukden refer to the Chinese railways in the Three Eastern provinces as the "Manchurian railways." These lines are not a part of the Chinese government railways, and it is unlikely that they will become so. All efforts of the Nanking Ministry of Railways to incorporate them in the national system have been met with polite evasion. Manchuria is the "undeveloped west" of China, surprisingly

similar to the American west in the previous century. The Mukden officials do not have to deal with the complexities of an ancient civilization like those in China proper. Their virgin territory is rich in every kind of resource, and any development project, if properly handled, is fairly certain to be profitable from the very beginning.

Chang Tso Lin conceived the idea of building a system of purely Chinese railways to combat the Japanese-owned South Manchuria railway. Probably the Japanese first gave him this idea, because they wished to see "feeder lines" built for the South Manchuria system, and advanced the necessary funds to construct several such lines. These are Chinese lines, but are controlled by the Japanese for a considerable period under shrewd loan agreements, necessary to safeguard the money advanced.

Despite Protests.

Recently, however, the Chinese have designed and built several lines without Japanese assistance. Some of these lines were built despite Japanese protests, because it was stated they infringed on agreements with the South Manchuria. The protests, however, have been ignored.

Completion of one such purely Chinese line was celebrated in July. This line, although only 60 miles long, running from Harbin to Hailun, in North Manchuria, has opened up one of the greatest wheat-growing regions in Manchuria, where farmers have previously brought their goods 100 miles to market in primitive carts. The possibilities of this region are immense.

Taitshar, capital of Heilungchiang province, only recently was opened by a railway built with Japanese assistance. Now the Chinese are extending this line without Japanese assistance to Keshan, an important market town.

Another line which has just been started is one from Tsaoan to Solun, running along the border of Mongolia. This line provides communication for a vast colonization project which has given employment to several thousand of the

Chinese immigrants from Shanghai.

Surveys have been completed for a network of railways in North Manchuria, opening up a virgin region. One line will extend from Hailun to Aigun, on the Amur river, and another from Taitshar through Morgan to Aigun, forming a triangle, a system serving a territory already settled by immigrants.

Increasing Wealth.

Chinese officials at Mukden emphasize the fact that the purely Chinese railways now make it possible to get to any part of Manchuria outside the South Manchuria railway zone. They express a strong intention of constructing their system so that it will be complete in itself, and will not have to depend upon the South Manchuria railway for co-operation in any way.

The question of building a port at Huludao or Newchwang is based partly upon the Chinese desire to become independent of Dairen. At present Dairen is so efficient as a port that the Chinese as well as Japanese shippers must use it. The Chinese want a port of their own, to make them independent of Dairen. It is understood that the Japanese are not greatly concerned by these plans, as the further development of Manchuria will make another port advisable.

Marshal Chang's railway advisers informed the writer that extensive work on a Chinese port is certain to begin in the near future. These men, who are both foreign and Chinese, declared that the Manchurian authorities are determined to build a really good port, and that they can find the necessary funds, without borrowing from abroad if there is difficulty in getting foreign loans.

The Chinese railway system, although not administered with notable efficiency, is increasing the wealth of Manchuria steadily. This virgin territory is so rich in potentialities that every new line becomes an immediate financial success, and opens up thousands of miles of territory served hitherto by carts and coolies.

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AGENTS,
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Diary of Coming Events.

To-day.

(October 9.)

Bowls: Tai Kok Dock v. Shanghai.
Hockey: H.K.H.C. v. Punjabis.
S.R.C. ground, 5.15 p.m.
Tea Dance: Hong Kong Hotel,
5 p.m.
Dinner Dances: H.K. Hotel and
Peninsula Hotel, 8.30 p.m.
Queen's Theatre: "The Lion and
the Mouse."
Star Theatre: "Faust."
World Theatre: "Girls Gone
Wild."
Tides: Low, 8.16 a.m.

Thursday.

(October 10.)

Bowls: Kowloon D.R.C. v.
Shanghai.
General Holiday.
Chinese National Day.
China Merchants Club, At Home,
11 a.m.
Cricket: Interport Trial, Hong
Kong C.C. ground, 11 a.m.
Chinese Y.M.C.A., Kowloon
Opening by H.E. the Acting
Governor, 4.30 p.m.
Tea Dance: Hong Kong Hotel,
5 p.m.
Dinner Dances: H.K. Hotel and
Peninsula Hotel, 8.30 p.m.
Queen's Theatre: "The Last
Warning."
Star Theatre: "The Country
Doctor," 9.15 p.m. "The Peep
Show" (Warwick Revue Co.).
World Theatre: "Morgan's Last
Raid."
Tides: High, 12.25 a.m.; Low,
9.43 a.m.

European Mails:—Inward:
Europe via Suez (Macedonia).
Outward: Europe via Siberia
(Delta), 9 a.m.

Friday.

(October 11.)

Christian Fellowship Meeting,
Helena May Institute, 10.30 a.m.
Bowls: Yacht Club v. Shanghai.
Tea Dance: Hong Kong Hotel,
5 p.m.
Billiards: Steel Coulson League:
Winners v. Rest, Somerset U.I.
Sergis, Mess, 6 p.m.
Dinner Dances: H.K. Hotel, and
Repulse Bay Hotel, 8.30 p.m.
H.K.C.C. annual meeting, Club
Pavilion, 5.30 p.m.
Queen's Theatre: "The Last
Warning."
Star Theatre: "The Country
Doctor," 9.15, "The Peep Show"
(Warwick Revue Co.).
World Theatre: "Morgan's Last
Raid."
Tides: High, 1.26 a.m.; Low,
11.14 a.m.

Saturday.

(October 12.)

Jockey Club Extra Race Meeting,
Happy Valley.
St. Peters Club Fete, 88, Bonham
Road, 2.30 p.m.
League Football:—Senior: South
China v. R.A. Caroline Hill; St.
Joseph's v. Kowloon, St. Joseph's
ground; Recreation v. Royal Navy,
King's Park; Somerset v. K.O.S.B.
Sookunpoo; Chinese v. Club,
Stadium. Junior: Club v. Somer-

sets, Club ground; Ewo v. South
China "A"; Caroline Hill; R.A. v.
Navy, Sookunpoo; Recreation v. St.
Joseph's, King's Park; Chinese
"A" v. Eastern, Stadium; Univer-
sity v. Kowloon, Chinese ground;
K.O.S.B. v. Chinese, Chatham
Road; R.A.M.C. v. South China
"B."
Baseball: Japanese v. Kinoras.
Bowls: C.S.C.C. v. Tai Kok
(Junior Championship), Kowloon
Dock ground; Electric R.C. v.
Shanghai.
Tea Dance: Hong Kong Hotel,
5 p.m.
Dinner Dances: H.K. Hotel,
Peninsula, and Repulse Bay Hotels,
8.30 p.m.
Queen's Theatre: "The Last
Warning."
Star Theatre: "The Country
Doctor," 9.15 "High Lights"
(Warwick Revue Co.).
World Theatre: "Morgan's Last
Raid."
European Mails:—Outward:
Europe via Marseilles (Karmala),
10.30 a.m.

Sunday.

(October 13.)

20th After Trinity.
South China Athletic Association
Meeting, Caroline Hill.
Baseball: South China v.
Filipinos.
Queen's Theatre: "Clear the
Decks."
Star Theatre: "Excess Bag-
gage."
World Theatre: "The Three
Musketeers."

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MOTORING IN AMERICA.

The following article by Mr. C. W. Morton, appearing in the *Auto-car*, gives some interesting impressions of American motoring conditions:

Judging from the motors one sees, Fifth Avenue is to-day quite indistinguishable from Piccadilly or the Champs Elysees. Every newly fledged Wall Street millionaire appears to have celebrated his winnings with a Rolls, Hispano, or Mercedes—or half a dozen of them. The favourite effect seems to be a trifling body on a huge chassis, thus demonstrating that money is no object, and that a Rolls is, after all, quite a nice little car.

Several custom-built cabriolets on a long wheelbase Cadillac chassis are to be seen, and compare very favourably in appearance with the best from your side. American coachwork, however, is still suffering from the timidity and conservatism of its designers, with a consequent loss of rakishness and novelty.

An Englishman buys an Hispano, the American a Rolls, and the Frenchman a Packard. Such delusions are on a par with that determination to be "smart" that causes the *on m'a dit* school of "society" journalists to borrow the language of two or three countries to give their writings "tone." By this token your international motor adviser, couching his announcements in imported language, should make a vast impression on his readers. Let the Briton use the American list, and vice versa:

American.	British.
Sedan.	Saloon.
Motor.	Silencer.
Transmission.	Gear box.
Bumper.	Buffer.
Fender.	Wing.
Windshield.	Windscreen.
Top.	Hood.
Spark plug.	Sparkplug.
Truck.	Lorry.
Gas.	Petrol.
Crank case.	Sump.
Roadster.	Two-seater.
Rumble seat.	Dickey.
Generator.	Dynamo.
Lights.	Lamps.
High (gear).	Top.
Wrench.	Spanner.
Hood.	Bonnet.

This list upon scrutiny seems to exhibit few distinctions between the two countries. In each column certain meanings are obvious, others obscure, and abridgments appear to be about equal. Philologists must split their hairs elsewhere, evidently.

Even sober old Boston has succumbed to the American passion for enormous taxi-cabs. The new year saw Boston traffic well-nigh submerged under a flood of new cabs, so large and gaudy that one hesitates to hail them for anything short of an afternoon's tour. They are about 175 inches long, painted a sumptuous green, with silvered bonnet, and at first glance look like La Salles. Sad to say, however, they are lamentably underpowered for all their size, and my private suspicion is that their motors are identical with those of their wheezing predecessors.

At that it must give a foreign motorist something of a jolt to hail a cab (sixpence for the first quarter-mile), and step into an immaculate Packard—flower vase, heater, ashtrays and all (a good many of these last in New York).

American cab-drivers either own their own cabs or operate on fifty-fifty shares with the cab company. Financing is easy, and most of them are in the former category. Tips, accordingly, have not the Continental significance, save on wet nights after the theatre. At such times a man in a hurry would do well to stand at the curb and hold aloft a five-dollar bill—which works very well until some other man in a bigger hurry unfurls a ten-dollar bill.

British sports car owners would find a lunatic's paradise on the stretch just east of Salinas, California, which leads to Merced. For about a hundred miles the road traverses in a straight line of smooth concrete a barren, thinly settled region, used principally for the grazing of vast herds of sheep.

It sounds uninteresting, save for speed possibilities, but the traveller of this stretch must necessarily enjoy himself, for he is headed for either the snowcapped Sierra and the Yosemite Valley, or the cypress trees and booming surf of the Monterey Peninsula. It is a magnificent region, and worth at least six of Hollywood and Los Angeles combined.

Cross-country motorists in America, if discreet, will avoid all hotels and pass their nights at the farm-houses and private homes where the "Rooms for Tourists" signs are displayed. To-day one can almost cross the United States in this manner.

Leave your car in the barn or private garage; your stopping place is always directly on the road you are travelling; don't worry about the baggage (luggage, I believe); no tips, no walking, no garage fee, and a good dinner, room, and breakfast for about 10s. per person. Competition is brisk between the landlords, and one is assured of a pleasant and inexpensive night on the road. A bath is always available.

I don't know how your men are doing it, but the present-day tyre repair shop of this country seems to be equipped with a most amazingly complete variety of labour-saving equipment.

Almost any small shop, for example, possesses a device which submerges an inflated tube, all parts simultaneously, in a round tank of water. Also, a crank-operated device which contracts rims with a minimum of time and effort, and a pedal-controlled pair of hands which spread a casing apart, holding it while the interior is searched for nails or defects. Unlike many "labour-savers," these contrivances are really worth their cost.

When an American oil magnate finds himself hard-pressed to get rid of his surplus he simply builds a (Continued on next column).

MOTOR NOTES.

YOUTHFUL MOTORCYCLISTS DEFENDED

Commenting upon the Report of the Royal Commission on Transport, which recommends an increase from 14 years to 16 years in the minimum age for holding a licence to drive a motorcycle, *Motor Cycling* points out that there seem to be no grounds for making this change. It is pointed out that in the Report the Commission admits that comprehensive accident statistics are not at present obtainable, and it is therefore suggested that any change in the minimum age for holding a driving licence should be deferred until the Commission's recommendations in connection with the compilation of data have been given effect. At present the only accident statistics obtainable are compiled from information returned by the Metropolitan Police and from coroners' reports to the National Safety-First Association. The Commission's suggestion is that the Minister of Transport in future should compile comprehensive statistics of the causes of all road accidents.

few filling stations, such as the National Safety-First Association. The Commission's suggestion is that the Minister of Transport in future should compile comprehensive statistics of the causes of all road accidents.

Here is a vast corner, with velvet turf and immaculate drives, occupied by what looks like a Georgian manor house. Eight glittering glass pumps, dozens of varlets rushing to fill the radiator, inspect the oil and test the tyres. Like bottles in a royal nursery, long rows of speckless jars, each with its particular grade of oil, await Lorenzo in his Ford or Chevrolet. Water is rushed into radiators by a magnificent trigger-nozzled hose, wielded by a flunkey in dazzling "whites." Free road maps, a lavatory of blinding cleanliness—and Ritz-Carlton dimensions, ice water—let me see, have I left out anything? No, there was no orchestra and no fountains.

And while I took aboard ten gallons there, I was the only customer in the place.

A SENSIBLE SUGGESTION.

Commenting on the recent Report of the Royal Commission on Transport, *The Light Car and Cyclecar* says one of the most important sections of the Report is that which says that the Minister of Transport should undertake full inquiries into the cause of accidents throughout the country and issue periodical returns which would supply definite information.

At the present time the only information available in connection with the reason why accidents occur is to be had from Metropolitan Police records and from reports voluntarily supplied by coroners to the National Safety-First Association. Clearly such reports cannot be comprehensive, and it is, in fact, generally agreed that they are not.

Motorists will appreciate that section of the Report of the Royal Commission on Transport which treats of the question of cross-road dangers, says *The Light Car and Cyclecar*. The question of roads being graded in accordance with their degree of importance, so that at junctions traffic on the less important road may give way to traffic on the more important road is one of first-class importance. The Report recommends that at cross-roads traffic on the less important highway should be enjoined to "drive dead slow," whilst drivers on the more important road would have merely to exercise ordinary caution.

Legislation embodying this recommendation would definitely put a check upon cross-roads accidents by removing the rather senseless system of warning signs at present indiscriminately erected, and by providing a highly necessary system of warnings at points where they are really required.

PASSED WITH HONOURS.

Term had closed and the young college student returned home by car.

"Did you pass everything?" inquired his anxious parent.

"Everything but a sports Bentley and a racing Sunbeam, and they were going like smoke."—Contact in *The Motor*.

MOTORCYCLISTS PREFER SILENCE.

Remarking upon the increasing tendency for motorcyclists in England and Scotland to make their machines run as quietly as possible, *Motor Cycling* says that silence has come at last to be appreciated as a virtue in itself as distinct from a means of keeping within the law. The writer of the article in question points out that this happy state of affairs so far has not extended to Ireland where noisy riding is still in favour, whilst a similar state of affairs exists all over the continent of Europe. The remark is made that this is rather surprising in 1929, for no kind of mechanism exists to-day the merit of which is judged superficially by any other standard than the silence of its operation.

was checked by A.A.A. officials armed with split second calculating machines.

"The leading roadster crossed the finishing line at 4.27 p.m., August 8, having averaged 58.37 miles per hour in 26,326 consecutive minutes of total elapsed time." The other roadster finished 3 minutes later, averaging 58.35 miles per hour. The sedans averaged 54.15 and 53.90 miles per hour respectively.

"Among the features of equipment on the Presidents which came in for a considerable amount of observation during the record breaking run were the ball bearing spring shackles pioneered on its cars by Studebaker." Mr. Frank concluded.

"The shackles were found to be functioning at the close as quietly as the day the cars started."

"Studebaker is justly proud of the phenomenal achievement of its President Eight. It represents engineering genius and precision workmanship carried to the heights of perfection. The cars which took part in the run were standard fully equipped stock cars such as are sold through dealers the world over. No wonder then that Studebaker owners are satisfied owners, carrying the fame of Studebaker to the far corners of the world."

RECORD-BREAKING FEAT.

PRESIDENT EIGHT'S FINE ACHIEVEMENT.

On August 9 Studebaker celebrated the first anniversary of the record breaking feat of the President Eight which sped 30,000 miles in 26,326 consecutive minutes on the Atlantic City Speedway last year, according to Arvid L. Frank, Sales Manager of The Studebaker Pierce-Arrow Export Corporation.

"The anniversary of this phenomenal demonstration of endurance and speed, without equal in history, is all the more impressive inasmuch as twelve months have passed without the Presidents' achievement being even approached, much less duplicated," he said.

"This outstanding run, made between July 21 and August 9, 1929, not only eclipsed all previous automotive achievements, but found a parallel for sustained speed only in the flight of comets, meteors and other heavenly bodies. No other automobile ever travelled so far so fast. This amazing feat won for Studebaker 17 world, 23 international and 115 official American stock car records for speed and endurance."

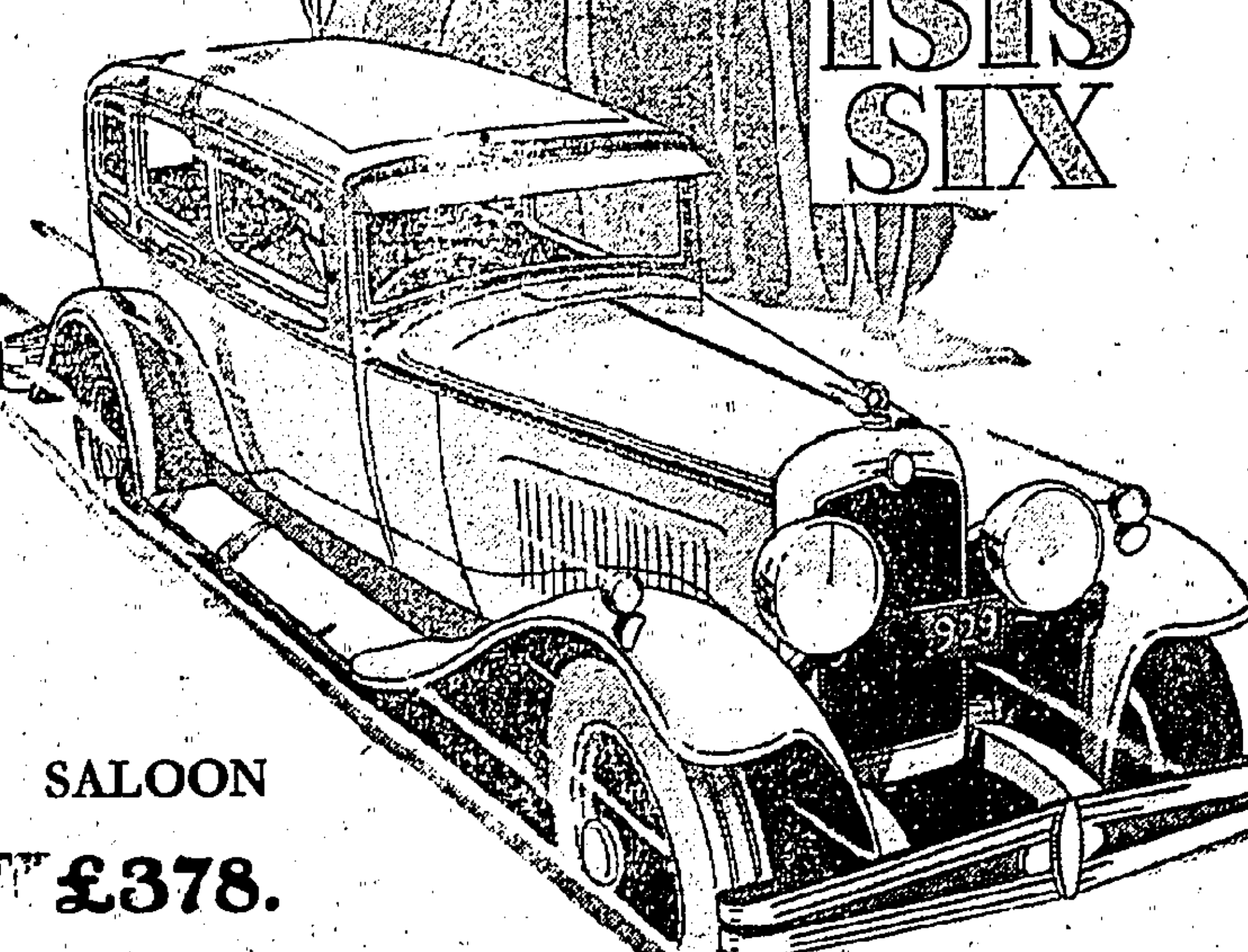
"The Presidents which took part in the 30,000-mile run were certified strictly stock models. Prior to the run, representatives of the American Automobile Association visited the Studebaker factory and picked two President Eight Sedans and two President Roadster models at random from the assembly line. These cars were officially sealed."

"The cars were driven to the speedway under A.A.A. supervision, and here they were torn down, so each part could be checked against stock car specifications. It is worthy of note that at the end of the gruelling run—30,000 miles of the most stringent tests any motor car has been given—all the seals on the roadsters were still intact."

"For 19 days and 18 nights those President Eights roared around the track. Fourteen drivers piloted the cars turn and turn about. Through rain, sunshine, and heat the Studebakers plunged ahead, halting only at intervals for fuel, oil, and tires. Every lap of the 1½ mile speed bowl (Continued at preceding column).

new

The ISIS SIX



SALOON

£378.

**christened after the river—
...to symbolise effortless energy**

JUST the sort of magnificent saloon three-quarters of the motoring world have envied, without being able to afford. But now, Morris manufacturing methods have enabled this luxury car, a car of effortless energy and speed, to be sold for only £378.

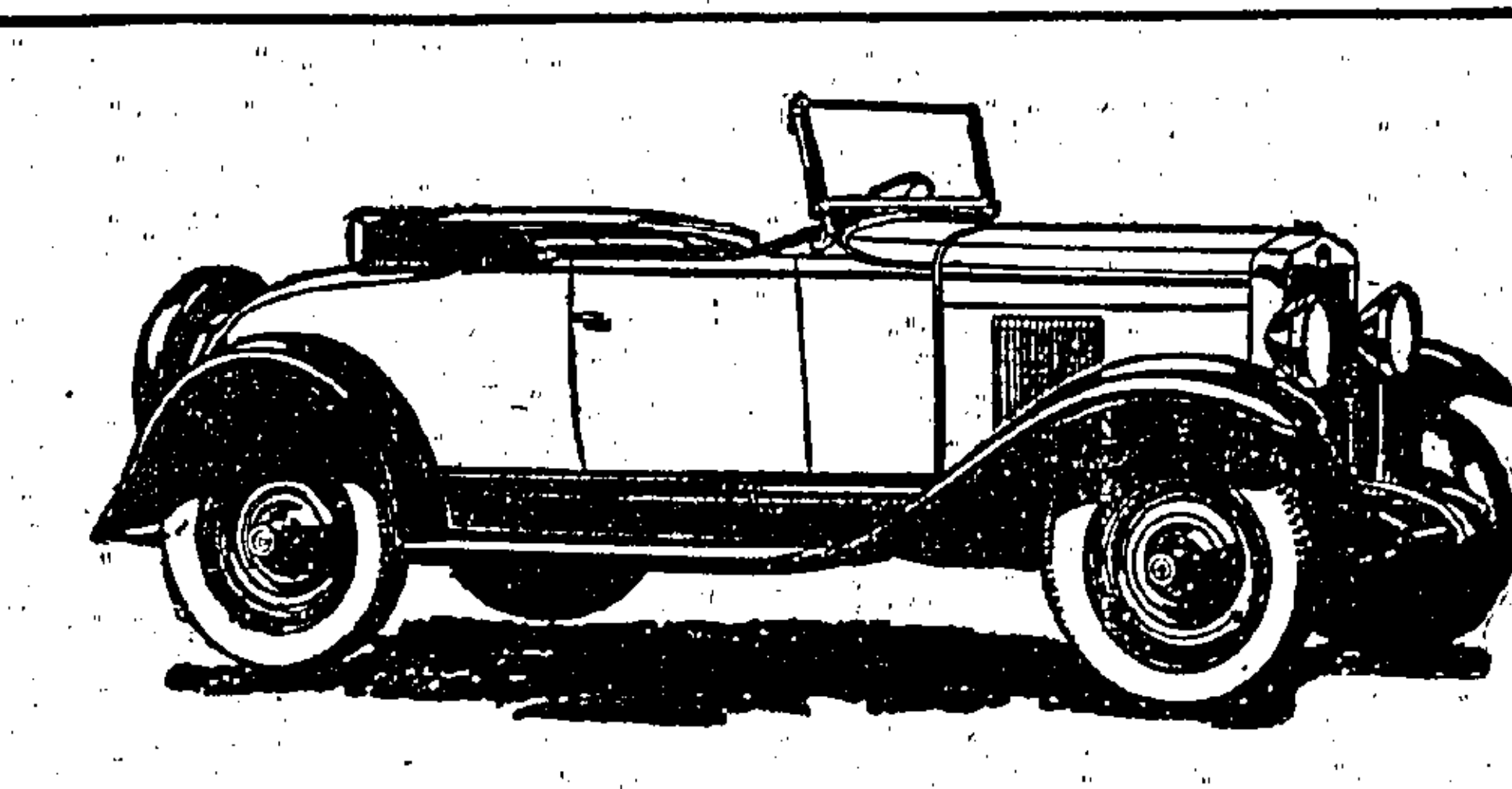
18 h.p. R.A.C. (developing 54 b.h.p.), an 8/16-valve engine doing from 6 to 60 on top, and giving 20 miles to the gallon.

Ample clearance for all road conditions. Feel how the road shocks are cushioned out, how the Isis responds to the lightest touch on controls placed where hand or foot wants them. Feel the smooth power of the brakes—Lockheed hydraulic four-wheel brakes. This is the Isis that will be seen on all the roads this coming Summer. Try it, and be one of the first to buy it.

THE HONGKONG HOTEL GARAGE
(HONGKONG AND SHANGHAI HOTELS, LTD.)
HONG KONG.

PRODUCT OF MORRIS MOTORS (1928) LTD.

CHAIRMAN: SIR WILLIAM R. MORRIS, BT.



**Have you seen
the NEW
CHEVROLET?**

Everybody is talking about the New Chevrolet.

Never in automobile history has there been a more sensational event than the advance showing of the New Chevrolet. Wherever you go, you hear the question: "Have you seen the New Chevrolet?" Some talk about its beauty. Some of its marvellous performance. Some of its astonishing value. But all agree that it is "The Outstanding Chevrolet of Chevrolet history."

As you walk around this Six in the price range of the four, note how its beauty has been heightened by the new hood, the new radiator, and the 16 narrow louvre—how Fisher craftsmen, who make body-building an art, have provided a measure of style, distinction and roominess that rivals costly custom creations.

Then when you inspect the chassis and engine you will discover feature after feature of advanced engineering once thought impossible to provide except in the highest priced cars—features that contribute immeasurably to comfort, safety, durability, ease of handling.

No wonder so many thousands who were contemplating buying more expensive cars decided to buy the New Chevrolet.

As you sit behind its big, handsome wheel, you too will want to set its nose towards the open road—and GO! And it will not disappoint you. Four here is all the delightful smoothness which has created the preference for the six cylinder engine—made all the more marvellous by greatly increased power, high speed and thrilling new swiftness of acceleration.

And as you drive the New Chevrolet throughout the year, you will realize that Chevrolet reputation for economical fuel consumption and upkeep is more pronounced than ever before.

We cordially invite you to see it in our showrooms to-day.

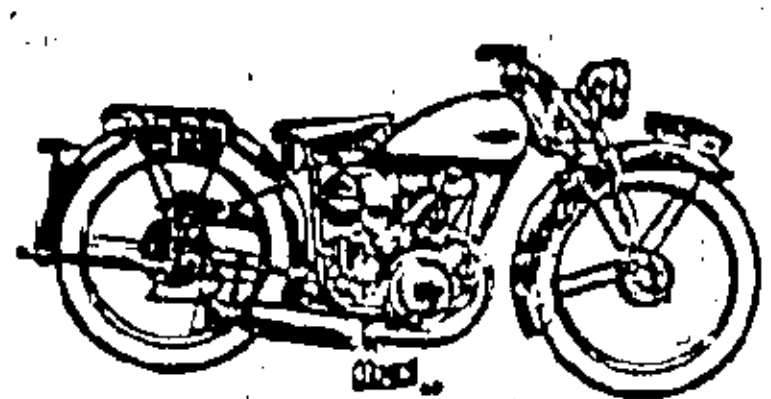
THE HONGKONG HOTEL GARAGE
25, Queen's Road Central. Tel. No. C. 4759.

The New Chevrolet Roadster of most modern design.

CHEVROLET

A Six at the Price Range of Four

**The
Outstanding
Chevrolet
of
Chevrolet
History**



The FAMOUS JAMES
MOTORCYCLE

Come and Inspect

OUR NEW MODELS AT
THE BRITISH BICYCLE CO.
23, Praya East, Wanchai.

BRITISH CAR FOR RUSSIAN
PRINCE.

A Triumph Super Seven fabric coupe has recently been supplied to Prince George of Russia, who, it is interesting to note, in his desire to enter the ranks of those who find their enjoyment in the light car, chose one of renowned British manufacture.

MOTOR NOTES

ROADLESS TRANSPORT.

"GO-ANYWHERE" LORRIES
TO TRAVEL ACROSS
COUNTRY.

THE LESSON ON THE ARMY
MANOEUVRES.

The six-wheeled "roadless" lorries used by the mechanised forces of the Army and the Territorials in their recent summer manoeuvres have proved so successful at carrying heavy loads over ground previously thought to be practicable only for a tractor, that several commercial firms are considering their use in carrying workmen to jobs in inaccessible districts. Hitherto such vehicles have only been used by the military and in overseas countries.

It is possible too, that they may soon be used for delivering goods to outlying villages, isolated farms and scattered cottages in the country districts.

The New Transport: A Pioneer.
The first "go anywhere" vehicle is already in use on the Derbyshire moors, where it is engaged in transporting the workmen, with their tools and material, who are engaged on the erection of an overhead electrical transmission line from Deepcar, near Sheffield, across the lower portion of the Pennine Range, to Hope, in Derbyshire. This line is part of a big scheme sanctioned by the Electricity Commission for supplying a large area in the north of Derbyshire, Nottingham and Lincoln with current.

The distance of the Deepcar to Hope section is 14 miles across very rough and difficult country, with steep gradients and strewn with big boulders.

The job had to be done in quick time," said the engineer in charge, "so we decided to try, as an experiment, one of the new British 'roadless' six-wheeled lorries of the type used by the mechanised Army forces in their manoeuvres. Although the job is not yet finished, the lorry has so far been a definite success.

Fifty Men on One Trip.
"Every day it carries on one trip at least 50 men to their work on the different sections between Deepcar and Hope. It saves an enormous amount of time, for without it, the men would only be able to travel to the nearest point on the road and then would have to walk across country, perhaps two or three miles or more, to the section where they were working. The only alternative is horse transport, and that would mean about ten journeys to the lorry's one, at half the speed, and with the great danger of the horses falling and stumbling into the dips and holes hidden by the thick heather. The lorry simply rides over all obstructions as if they were non-existent.

The vehicle is, of course, of entirely British design, and I consider it a great tribute to our manufacturers. There cannot be much doubt, I think, that there is a future for these roadless lorries for commercial purposes. On an average ours does about 50 miles a day, of which hardly any is on roads.

Eight Change Speeds.
The wheels are independently sprung so that if one of them goes over a boulder it simply yields without affecting the other wheels or straining the chassis. The engine is 20 h.p., and an 8-speed gear box is fitted. Gradients of 1 in 3 or even steeper, with loose surfaces, are climbed without any trouble. The vehicle has never yet stalled or got into difficulties.

With the help of this lorry we hope to get the work finished in about a fortnight.

"Anti-Eyesore" Masts.
An interesting fact about the erection of the line in this scheme is that the wire is carried on a new type of slender steel mast which has been specially designed to be as inconspicuous as possible, and it is claimed that it does not disfigure the landscape to the same extent as the usual lattice work type.

TEN LASHES FOR ROAD PEST.
NEGLECTED DRIVING SENTENCE.
Capetown. — A Port Elizabeth magistrate for the first time in the history of South Africa sentenced a motor driver named Johnson to four months imprisonment and ten lashes for negligent driving. Johnson is known as the "king" of road pests.

A young woman declared in evidence that she drove his motor-car at her and knocked her down. She clung to the radiator and was dragged along. The motor-car did not stop but went over her. She spent twelve days in hospital. Johnson had twelve previous convictions.

THE "JAMES" MOTOR CYCLE.

A NEW-COMER IN THE COLONY.

Although not frequently met with on Hong Kong roads, the "James" motor-cycles are well-known, as highly efficient machines. The British Bicycle Co., whose showrooms are at 29, Praya East, are sole agents for these machines, and have several models in stock. The models now on view are two 172 c.c. two-stroke machines, a 230 c.h.v. Sports, and a 350 c.c. side-valve semi-Sports. These machines were inspected by a *Daily Press* representative, who was greatly impressed by the sturdiness of the models. The 350 c.h.v. Sports machine is listed with a guarantee of 25 m.p.h., and if smart appearance is desired, this machine will at once appeal to the sporting rider who desires speed with safety.

THE 1930 MODELS.

EASIER TO DRIVE AND TO MAINTAIN.

Much of the information in our possession concerning the new cars which are being prepared in secret for the 1930 season is necessarily of a kind which cannot as yet be made public, says *The Motor*. Some general trends are, however, already clearly defined. One of the outstanding points is that although there will be but little, if any, increase in prices, the cars of 1930 will be easier to drive and less trouble to maintain than are current types, despite the high standard already reached in these respects. To meet the call for top-gear flexibility there is to be a further increase in the numbers of cars with six and eight cylinders at moderate prices. Ease of maintenance is to be promoted by a more general use of bearings needing no lubrication, by grouping grease-gun connections in accessible positions, and by a wholesale adoption of chromium plating.

If there are to be no sweeping changes in chassis design, Olympia should nevertheless be able to retain its interest on the score of bodywork novelties, to which more attention is now devoted than ever before, particularly in obtaining more pleasing lines and in giving wider choice in colour schemes.

MOTOR-CAR CRASHES INTO A BANK.

POLICE ALLEGATIONS OF A 20-MILE WILD RIDE.

Ralph Redford Crabtree, aged twenty-three, an orchestra manager, of New River-crescent, Palmers Green, elected to go for trial when accused at Highgate Police Court of being drunk in charge of a motor-car, and of stealing the car. Bail was allowed.

Mr. Barker, for the prosecution, said the car was stolen—there was no other word for it—from outside The Mall, Southgate, and it was alleged that Crabtree drove it for quite twenty miles in a criminally negligent manner.

He ran into a motor-cycle combination near Tottenham-lane, Whetstone, and pushed it along for some distance before he freed the car from the combination and drove off. He was chased for five miles by two motor-cyclists, until he finally crashed into the premises of the Westminster Bank at Muswell Hill Broadway.

Car Smashed Up.
A policeman went to him, and Crabtree said, "I am as drunk as a lord." The car was completely smashed up. An inspector said that Crabtree admitted, when charged, that he was drunk.

The divisional surgeon said that Crabtree told him that he was drunk, but he certified him to be recovering from the effects of drink, and was not fit to be in charge of a motor-car.

The owner of the car said that while he was insured to meet the damage to the car, the insurance policy did not cover a claim for £25 which he had received from the bank for damage to their premises.

Mr. Stanley Davis, one of the motor-cyclists who chased Crabtree, said that he called to him, after he crashed into the motor-cycle combination, "Stop, you mad fool," but Crabtree drove on—sometimes on the pathway.

Mr. Groebel, for Crabtree, asked whether there was sufficient evidence to support the charge of stealing the car. All the evidence they had was that the owner missed the car, and that he subsequently identified the one found at Muswell Hill as his property.

Mr. Barker replied that the car was in Crabtree's possession for two hours.

The story of the frustration of a financial genius by a girl.



THE LION AND THE MOUSE
MAY M'AVOY
LIONEL BARRYMORE

A WARNER BROS PRODUCTION

AT THE

QUEEN'S

FINAL SHOWINGS TO-DAY
At 2.30, 5.10, 7.15 & 9.20.

EMIL JANNINGS and CAMILLA HORN

IN "FAUST"

AT THE

STAR

FINAL SHOWINGS TO-DAY
At 5.30 & 9.20.

GIRLS GONE WILD

WITH
SUE CAROL and NICK STUART

AT THE

WORLD

FINAL SHOWINGS TO-DAY
Continuous Performance
From 1.15 to 11.15.

STAR THEATRE

Commencing Thursday, October 10th, 1929.

EDGAR WARWICK Presents the
WARWICK REVUE Co.

IN REVIEWS OF THE REVUES.

THURSDAY & FRIDAY

OCT. 10th & 11th

SATURDAY & SUNDAY

OCT. 12th & 13th

MONDAY & TUESDAY

OCT. 14th & 15th

WEDNESDAY & THURSDAY

OCT. 16th & 17th

"CLEVER COMEDY!
DELICIOUS DANCING!
ELEGANT SETTING!"

"SAFETY FIRST."

"LAW SHOULD BE
ALTERED."

"BENOH'S SUGGESTION TO
THE HOME OFFICE."

"The question of intent, to steal does not enter into these cases," said the chairman of the Southern Bench in dismissing three charges of stealing cars against Wilfred Coghill, aged sixteen, a Westcliff clerk, who had admitted driving off and later abandoning five cars.

Coghill had pleaded guilty to theft, but the Bench, after hearing his explanation that he only wanted the cars to drive round in, dismissed the case.

They instructed the clerk, however, to make representations to the Home Office in the matter, and suggested that the law should be altered.

Coghill was also charged in one instance with stealing petrol, and in this case he was bound over in the sum of £10, a condition being that he paid £2 2s. 6d. damages to one owner, whose car was abandoned after a collision with an omnibus, 17s. 6d. towards the expenses involved by the police in circulating the descriptions of the missing cars, and £1 each to two other owners of cars, who had to find other means of getting home.

Magistrate's Hope.
Mr. J. W. Burrows, one of the magistrates, said that if it had not been for the present state of the law, Coghill would have gone for trial. "I hope," he added, "that it will be possible by some amendment of the law, to make the taking of cars in this way a punishable offence and enable the court to deal with it satisfactorily."

Mr. Hay Halkett, the magistrate at Marylebone Police Court, acquitted a man of a charge of stealing a motor-car, adding: "These cases, which resolve themselves into joy-riding, are unprovable unless you can prove that petrol is stolen."

The man, who had pleaded that he took the car for a joy-ride, had previously been remanded by Mr. R. E. Dummery, who said: "How long can a person keep a car for joy-riding before he can be said to have stolen it? To my mind it is nothing less than theft."

Each of the four devices has a dial, which records brake pressure in pounds. First there is a test for "drag"; then the hand-brake is applied, and the brakes are adjusted so that there is exactly 300 lb. pressure on each of the rear wheels. The foot-brake pedal is operated by a graduated rod and, in the same way, adjustments are made so that each front brake records 400 lb. and each rear brake 300 lb.

The whole test occupies some 17 minutes and at its conclusion the brakes have been thoroughly bedded down and adjusted to scientific requirements. The superiority of this to the hit-or-miss methods of hand adjustment is obvious. The Hillman Company is to be congratulated on being the first British concern to install this somewhat expensive apparatus, and to pass on its benefit to Hillman owners in the form of even increased safety.

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It goes on and on . . . and on

These models of the
Austin 7
are ready for immediate
delivery

Tourer ... \$1,425
Coupe ... \$1,690
Saloon ... \$1,690

There is no hesitation, no faltering, as it eats up mile after mile of the road. You can find no better companion for long, strenuous journeys. For its reliability and lasting qualities have helped to make the reputation of British motor engineering throughout the world.

The Austin is built to give satisfaction not for a year, or two years, but for as long as you demand its services. For the man of moderate means the Austin 7 models are an investment which cannot be beaten. It will be worth your while to see one before deciding on your next car.



ALEX. ROSS & CO. (CHINA), LTD.
Prince's Building.

Service Stations & Showrooms:

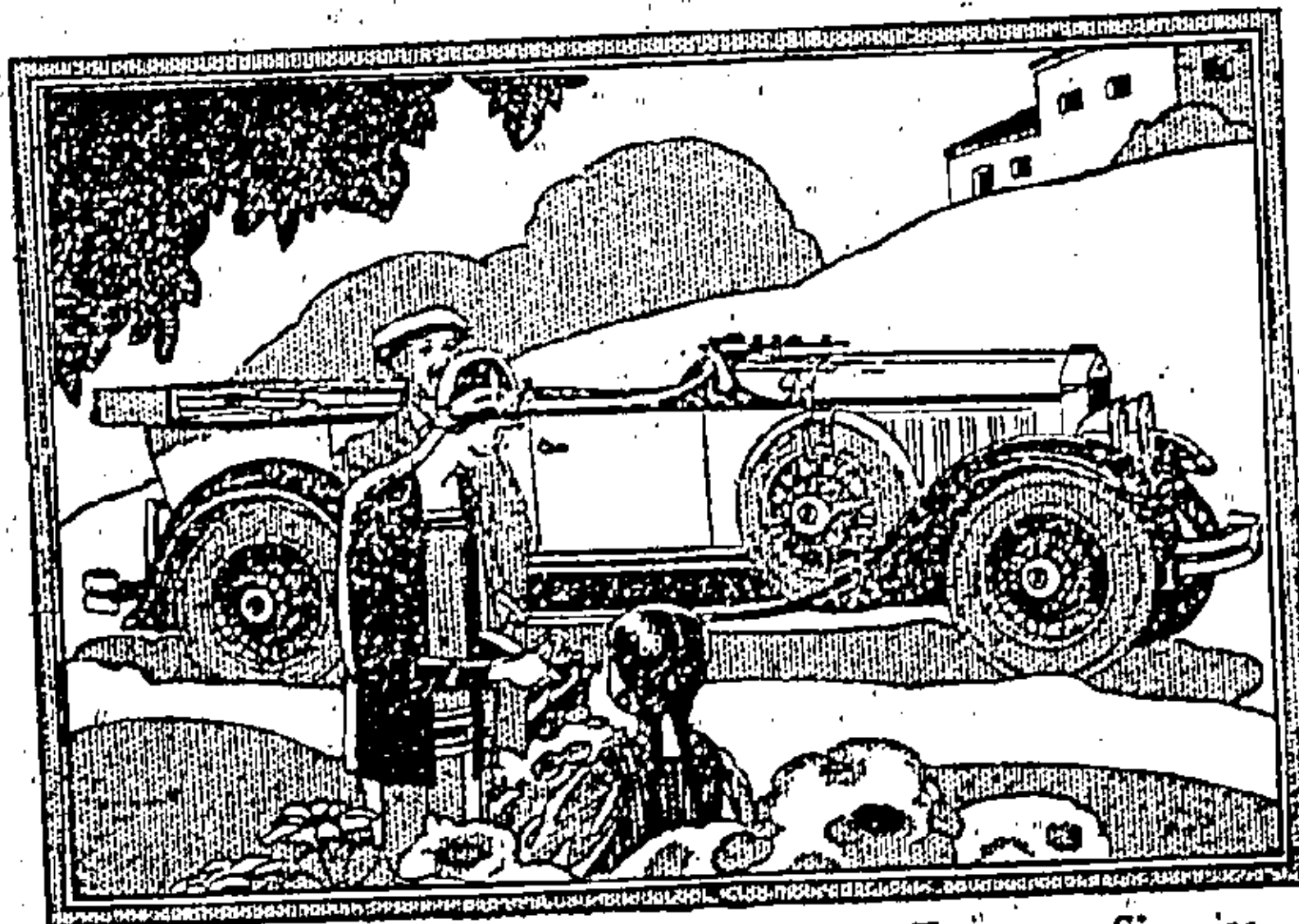
Hong Kong
1a, Chater Road.

Kowloon
Salisbury Road.

Eight cylinder performance
at six cylinder cost

STUDEBAKER'S

New Director Eight



STUDEBAKER'S NEW DIRECTOR EIGHT REGAL TOURER—Six wire wheels and hydraulic shock absorbers, standard equipment.

ONLY STUDEBAKER—world's largest builder of eights—could produce such a remarkable car as The New Director Eight at so low a price!

In first cost and operating cost, The New Director rivals the thriftiest sized 12 powerful straight eight engine delivers smoother, more satisfying performance at 6 or 60 miles per hour . . . its 115-inch wheelbase and hydraulic shock absorbers provide a new standard of comfort. When mounted, side curtains serve as a windbreak, even with the hood lowered.

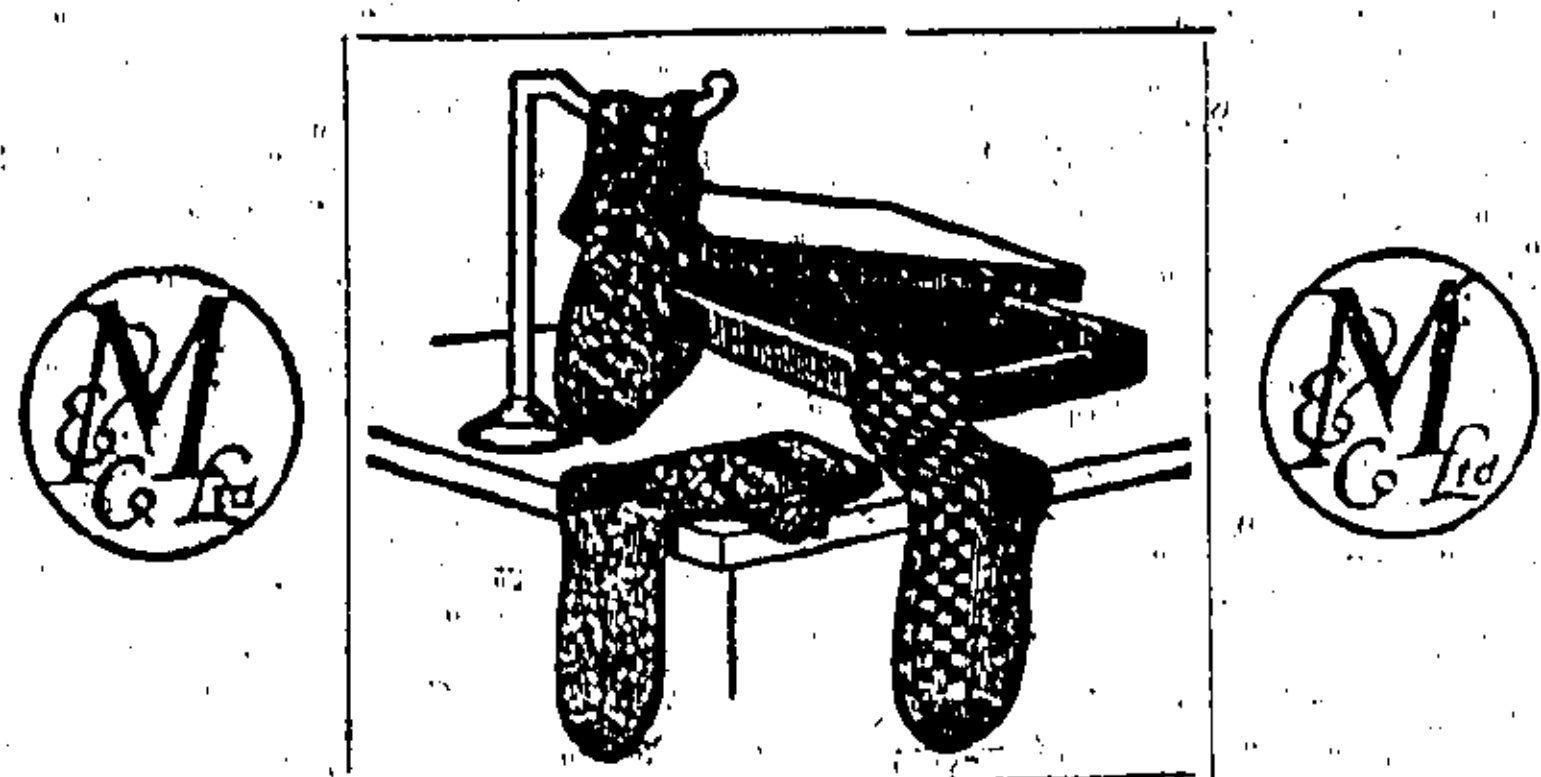
Take The Director Eight for a trial run today. Once you have driven it, no other car in its price class can ever wholly satisfy you.

PRICES RANGE FROM H.K. \$2,320 TO H.K. \$6,140.

THE HONG KONG HOTEL GARAGE
(THE HONG KONG & SHANGHAI HOTELS, LTD.)

SHOWROOM—23, QUEEN'S ROAD CENTRAL

TELEPHONE CENTRAL 4759.



UNSHRINKABLE SILK and WOOL SOCKS

We believe our silk and wool socks to be as unshrinkable as it is possible to get part-woollen socks under local washing conditions! With careful laundering they will not shrink at all.

There are light and dark greys, fawns, blues and tans in neat designs at three dollars a pair, with ten per cent. off for cash.

Mackintosh's



WATCH YOUR THROAT THIS WINTER!

Don't take risks. The antiseptic vapours liberated by Evans' Pastilles quickly kill the germs that lurk in the obscure byways of the nose, throat and chest, soothing the affected parts. Doctors strongly recommend them.

EVANS' Pastilles

ANTISEPTIC THROAT

Made in England to the formula of the Liverpool Throat Hospital and sold by Chemists everywhere.

鮮人莫不飲食也
能知味也

"There is nobody but eats and drinks. But there are few who can distinguish flavours"

Take the pleasantest path to health and vigour. HORLICK'S, the original MALTED MILK, is not only a perfect food—it is a most delightful and refreshing drink.

The flavour and aroma is most appetizing; it is enjoyed by young and old, infants and invalids. Easily made—with hot or cold water—HORLICK'S is the pleasantest health giver obtainable.

HORLICK'S
THE ORIGINAL
MALTED MILK
IN 4 SIZES
AT ALL CHEMISTS & GROCERS

Representative—Mr. H. M. RODGES, P.O. Box 3711, Shanghai

WHITEAWAYS

LIGHTWEIGHT SWEATERS AND PULLOVERS.

THE "VICTOR"
PLAIN COLOURED KNITTED
WOOL COAT SWEATER



WHITEAWAYS STANDARD VALUE

THE
"VICTOR"
COAT SWEATER

A light all Wool Sweater
in Fawn Grey or Putty.
All Sizes: \$4.95 Each.

THE
"FOURSUM"
PULLOVER SWEATER

Made from carefully selected
Wool in New Smart Designs.
All Sizes.

PRICE: \$6.50 Each.

THE
"FOURSUM"
FANCY PULLOVER

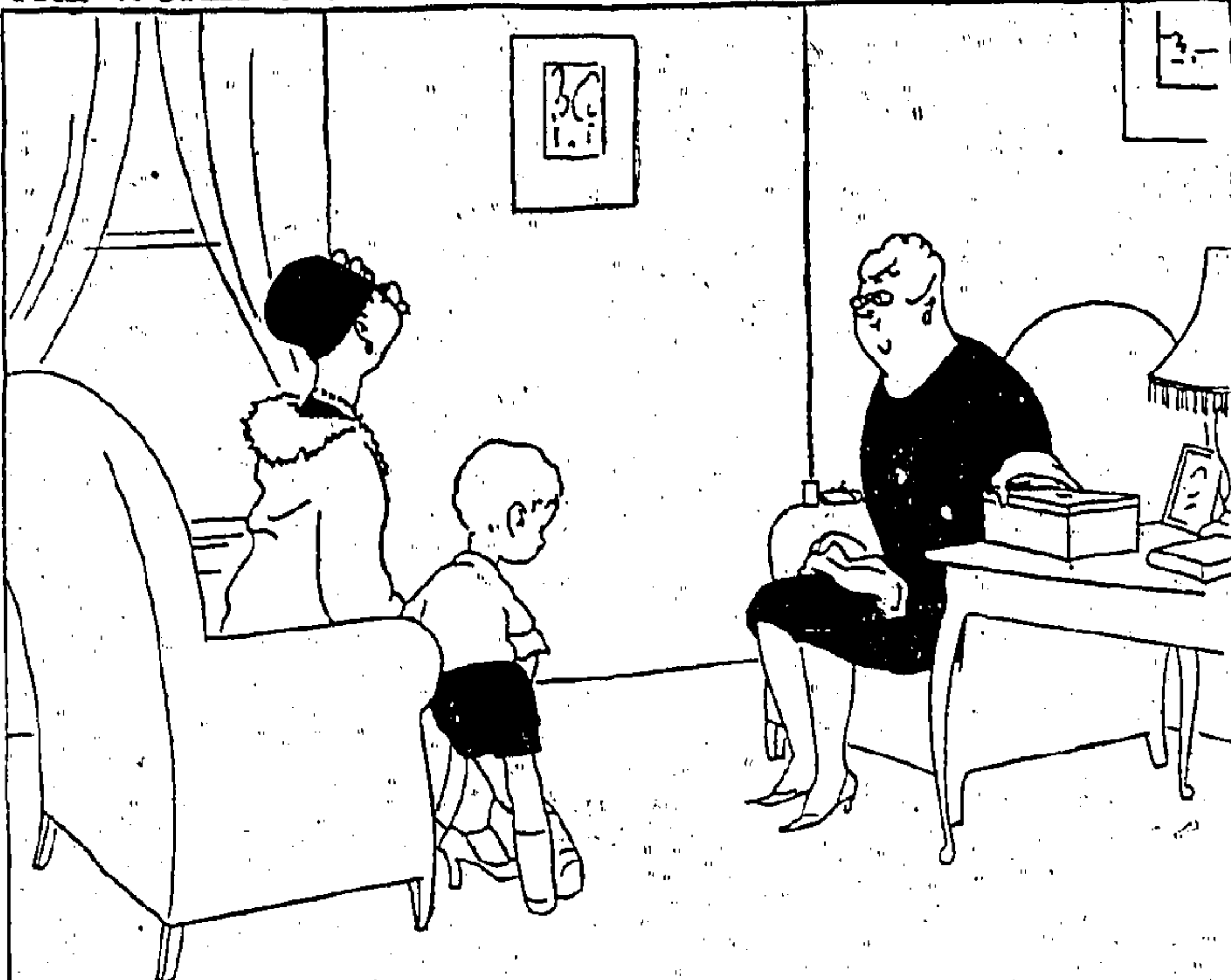


WHITEAWAYS STANDARD VALUE

MEN'S OUTFITTING DEPT.
WHITEAWAY, LAIDLAW & CO., LTD.

THE WORLD AT ITS WORST

By GLUYAS WILLIAMS



WHEN THE FIVE-POUND CANDY BOX,
WHICH YOU HAVE BEEN EYEING YEARNINGLY
ALL DURING THE VISIT, IS FINALLY OPENED
AND REVEALS AN ASSORTMENT OF
SEA SHELLS COLLECTED DURING THE SUMMER

GLUYAS WILLIAMS (Copyright, 1929, by The Bell Syndicate, Inc.)

9-13

THE WATER SUPPLY.

50 MILLION GALLONS FROM
STREAMS.

HONG KONG.

The total storage in the island reservoirs on the morning of Monday, Oct. 7, amounted to 1,880.13 million gallons showing a decrease of 4.11 million gallons during the past week; the amount collected from streams being 39.79 million gallons.

The week's consumption amounted to 34.90 million gallons.

KOWLOON.

The total storage in the mainland reservoirs on the morning of Monday, Oct. 7, amounted to 514.98 million gallons showing an increase of 1.18 million gallons during the past week.

The week's consumption amounted to 26.70 million gallons (not including 1.52 million gallons supplied to shipping through Lai Chi Kok).

The yield from the Shing Mun River and streams during the week is 29.40 million gallons.

TRAGEDY OF SIR MORTIMER SINGER.

"LOVING KINDNESS" OF
HIS WIFE.

SUICIDE LETTER.

A verdict of "Suicide while of unsound mind" was returned at the inquest at Hampstead on Sir Mortimer Singer, the millionaire racehorse owner, who died in a Hampstead nursing home where he had been undergoing treatment for intestinal trouble and sleeplessness.

It was stated at the first hearing, which was adjourned to enable Sir Bernard Spilsbury, the Home Office pathologist, to make an analysis, that Sir Mortimer was found in his room, scarcely breathing, holding a letter in his hand. There was a tumbler near containing a white sediment and in an envelope was a tablet on which the coroner, Sir Walter Schroder, read a letter left by Sir Mortimer, which stated:—

Still wide awake, notwithstanding all the drugs I have taken. I cannot stand it any longer.

Overdose of Veronal.

Dr. Gerald Roche Lynch, senior official analyst to the Home Office, stated that he had examined the contents of the stomach and other parts of Sir Mortimer's body, and found veronal in every organ thus examined.

Sir Mortimer died from an overdose of veronal taken in the form of medicinal, which was the sodium salt of veronal.

Sir Bernard Spilsbury said that sleeplessness from which Sir Mortimer suffered might lead to an unbalancing of mental power.

The coroner stated that a note which Sir Mortimer left expressed thanks for the "Loving kindness for saving my life."

Dr. Bakewell, Sir Mortimer's medical attendant, said that he thought this referred to Lady Singer, who had nursed her husband during different illnesses.

The coroner, summing up, said that Sir Mortimer's life had been a very active one. He had been engaged in many charitable activities for the benefit of others.

FAMILY PROPERTY DISPUTE.

ACTION IN THE SUPREME
COURT.

BONA FIDES UNDER
QUESTION.

Arising out of the action pending in the Supreme Court in which four plaintiffs seek a declaration that they are entitled to ownership of certain estate left by their late father, Lo Kau, of Macao, an application was made before the Chief Justice (Sir Henry Gollan) yesterday by the defendant for an order to vacate the registration by the plaintiffs of *lis pendens* upon ten leasehold properties in Hong Kong.

The applicant was Lo Wing Koon of 27, Arbuthnot Road, who was defendant in the action as administrator of the estate of the eldest brother, now deceased, of the plaintiffs, Loo Kwong San, Loo Kwong Chan, Loo Kwong Wai and Loo Kwong To, all living at 37, Lee Tung Street, second floor.

Mr. F. C. Jenkin, instructed by Mr. D. H. Blake, of Messrs. Wilkinson and Grist, was for the applicant, and Mr. Leo D'Almada, jnr., instructed by Mr. A. el Arculli, representing Messrs. D'Almada and Mason, was for the plaintiffs.

History of the Case.

Mr. Jenkin said that the grounds upon which his Lordship could vacate the registration of the *lis pendens*, stated by the Ordinance, referred to, were that his Lordship must be satisfied that the litigation was not prosecuted bona fide or for any other good cause shown. The application itself set out the grounds as being that the action was not prosecuted bona fide.

The deceased, Lo Kau, continued counsel, left 16 sons, 13 of whom were still living. Defendant was the eldest son of Lo Kau's eldest son, not one of the survivors. About 1821, for reasons which need not be gone into at this stage, certain properties were taken charge of by the elder sons of Lo Kau and managed under the name of the Yuk Nok Estate. This was for the benefit of the sons generally and their dependents.

In February, 1924, the management was put on a sounder legal basis by the appointment of certain of the sons as trustees. They felt that there were other properties not covered by the deed of settlement which they were entitled to share as forming part of the estate in Hong Kong. Mr. Jenkin then dealt with an earlier action brought against the trustees by four of the sons, which resulted in a settlement, and proceeded to read various affidavits connected with it.

Allegations of Blackmail.

Mr. D'Almada said that it was alleged on the part of the applicant that the registration against the properties by the plaintiffs was nothing more than blackmail, and Mr. Jenkin had admitted that that was and did form part of the application of the defendant. It had (Continued on next column).

ROBBERY ATTEMPT FOILED.

GANG SCARED AWAY BY
A FOKI.

SUM OF \$10,000 SAVED.

A gang of armed robbers made an early morning raid yesterday on the premises of the Tung Tak Tai firm, 48, Koahing Street, in the Western district.

The usual method of confining the foki in a room was adopted before the robbers proceeded to ransack the place. One of the inmates, however, climbed out of a window and took a risky leap into street. He raised the alarm which put the robbers to flight.

During the short occupation of the premises by the robbers, they had actually opened a safe containing over \$10,000 in notes and small coins, but they were foiled in their attempt to get away with this valuable haul.

A dummy pistol and a knife were discarded, by the robbers and found by the police. Investigations were commenced at once and a description of the men circulated among the various stations.

WOMAN ASSAULTED?

SOLDIER ALLEGED TO BE
CONCERNED.

On Monday evening an elderly woman made a report at Shamshui Police Station to the effect that she was attacked by a European, whom she believed to be a soldier, while she was returning to her home at Cheung Ah village.

The spot where the attack was alleged to have taken place was between Taiipo Road and Cheungshawan. She stated that she was going down the path when a European suddenly appeared from behind a boulder, and struck her knocking her down. The woman resisted and received several blows on the face.

A Chinese happened to be approaching the place at about this time, and the assailant, releasing his hold of the woman, ran away in the other direction towards Cheungshawan.

The woman, who was bleeding from a wound in the left cheek, was unable to give any detailed description of the man which would help the police in tracing him.

also been suggested that the plaintiffs made allegations that there was a conspiracy to defraud in the settlement. It was also alleged by the applicant that the plaintiffs recently had some of their property attached, and that one of them had served one year as a debtor prisoner in Macao; the action being brought as they were in need of money.

Counsel continued that the allegations of blackmail were so general and so remotely connected with the subject matter of the action as to be almost of no value. There was ample evidence in the affirmation of the first plaintiff, backed up by the second and third plaintiffs, who were independent persons, to show that the action was brought bona fide, and counsel contended that the application on the part of the defendant should not be granted. His Lordship reserved judgment.

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HUMOUR: ANCIENT AND MODERN.

It was said that Hercules was the strongest man in the world. He could lift himself up by the back of his neck and hold himself out at arm's length for hours at a time.

Passer-by (to "blind" beggar)—It seems to me that you can see. Beggar—Oh, well, in these days competition is so great that even a blind man must keep his eyes open.

Little Harold, having climbed to the pinnacle of the very steep roof of a shed, lost his footing and began to slide with terrifying swiftness towards that point where the roof swept gracefully off into space. "O Lord, save me!" he prayed. "O Lord, save me!" O Lord, never mind. "I've caught on a nail."

Small Boy: What is college bred, pop? Pop (with son in college): They make college bred, my boy, from the flour of youth and the dough of old age.

A pious lady had a husband who was a seaman. He was about to start on a long voyage, and as his wife was anxious for his welfare, she sent the following notice to the village preacher: "Mr. Blank, who is going to sea, his wife desires the prayers of the congregation." The woman was quite illiterate, and the minister read the following to the congregation from the slip handed to him: "Mr. Blank, who is going to see his wife, desires the prayers of the congregation."

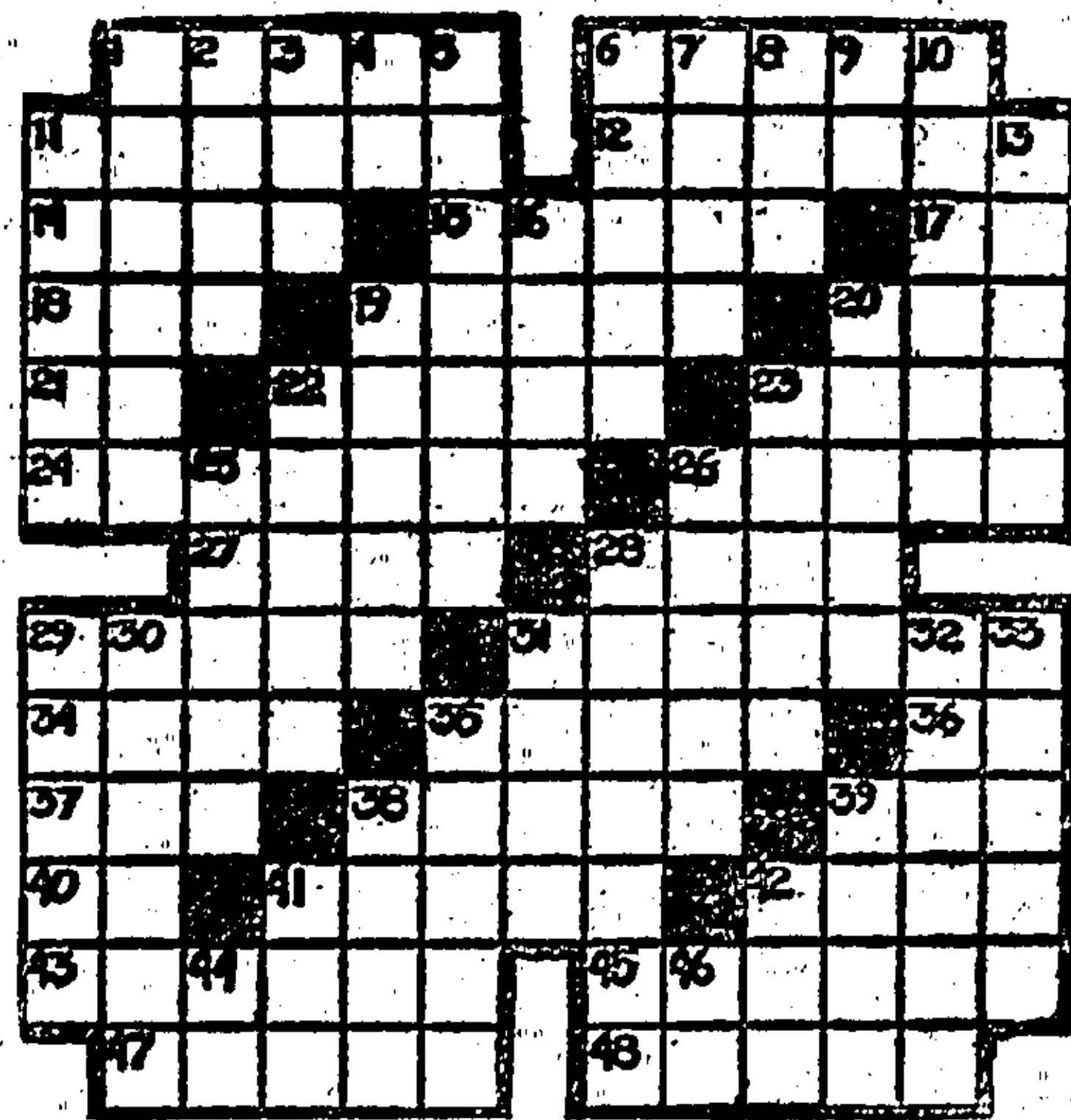
The woman had been in the shop nearly three hours. She had visited every department and put the assistants to no end of trouble without spending a penny.

At last a floorwalker approached her. "Excuse me, madam," he said, "but are you shopping here?"

"Of course I am," she snapped. "What else do you think I'm here for?"

A twinkle appeared in the floorwalker's eyes. "Well, madam," he said, "I thought perhaps you might be taking an inventory."

CROSSWORD PUZZLE.



Horizontal.

- 1.—To colour.
- 4.—Friend of Pythias.
- 11.—Drawing room.
- 12.—Gets up.
- 14.—Seed covering.
- 15.—Leaked gradually.
- 17.—By.
- 18.—Measure of length.
- 19.—Fops.
- 20.—Devoured.
- 21.—Spanish article.
- 22.—Parts of the ear.
- 23.—Maple.
- 24.—Reports minutely.
- 25.—To reject scornfully.
- 27.—To reign.
- 28.—Apartment.
- 29.—Strong, as wine.
- 31.—Surface mineral deposits.
- 34.—Goddess of mischief.
- 35.—Dish.
- 36.—French, for and.
- 37.—Pale.
- 38.—Slatted box.
- 39.—Fold.
- 40.—Plural ending.
- 41.—To swoon.
- 42.—Caudal appendage.
- 43.—Recompense.
- 45.—To develop.
- 47.—To feel.
- 48.—To wash lightly.

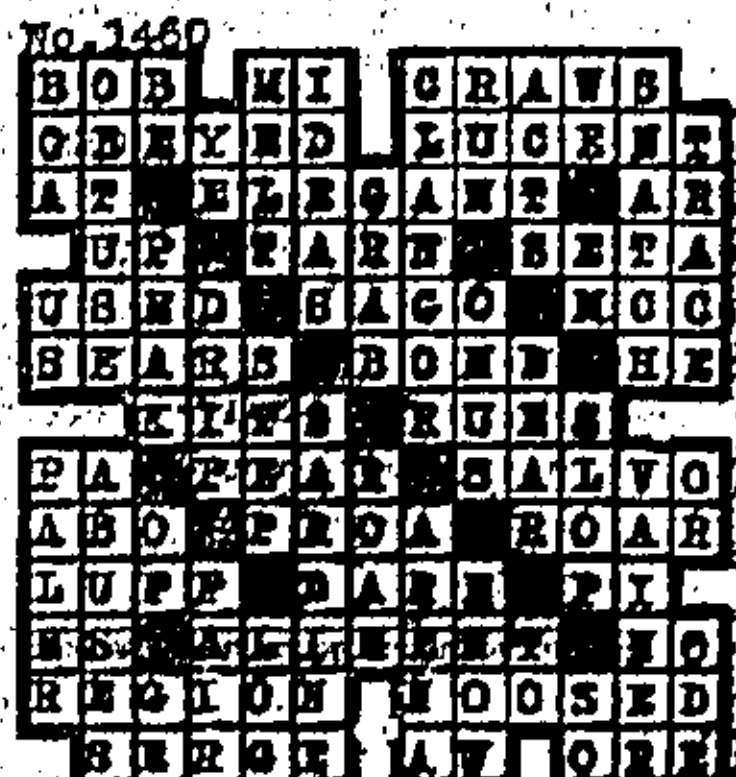
Vertical.

- 1.—Pledge.
- 2.—Moistureless.
- 3.—Sick.
- 4.—Negative.
- 5.—Worry.
- 6.—Stupefies.
- 7.—Greek war god.
- 8.—Centre.
- 9.—Bone.
- 10.—More tidy.
- 11.—Peeled.

- 13.—Rear of vessel.
- 16.—Poems.
- 18.—Small ornamental cloth.
- 20.—Sharp.
- 22.—Praises.
- 23.—Rapidly.
- 25.—To practice.
- 26.—Hard rock.
- 28.—To compliment insincerely.
- 29.—Chopper.
- 30.—Rubs out.
- 31.—Plot.
- 32.—To live again.
- 33.—Mode.
- 35.—Arrogance.
- 36.—Vehicles.
- 39.—Chums.
- 41.—Cooling instrument.
- 44.—Weight measure.
- 46.—Pronoun.
- 48.—Six.

This puzzle took 24 minutes to solve. See how long it will take you to solve it.

YESTERDAY'S SOLUTION.



CANTON TAKING NO CHANCES.

PREPARATIONS TO MEET THE "IRONSIDE" MENACE.

KWANGSI INSURGENTS REDUCED TO 10,000 MEN.

NANKING TROOPS ON THE NORTH RIVER.

Canton, according to our correspondent in that city and to its own Press, is very confident about the upshot of "the war." Reports come in every day of further defections from the insurgent cause and the latest estimate reduces the rebels to 10,000 men—and these by no means in a die-hard mood.

But there is less said about the "Ironsides" and, as our special correspondent says, "Chang Fat Fui is still the 'bogey man.' Reading between the lines it is easy to see that the Canton Government is taking no risks. There is some doubt as to the whereabouts of the "Ironsides" and troops are being concentrated at strategic points to enable the Higher Command to meet the menace should it arise from any direction.

There is little doubt that Chang Fat Fui's delay in reaching Kwangsi has lost him nearly all his potential allies in that province and should his help fail to materialise, General Chen Tsai Tong's confident prophecy of "victory in a month" will be justified.

(FROM OUR OWN CORRESPONDENT.)

THE NANKING TROOPS.

CANTON, Oct. 8. The second contingent of Nanking troops comprising the 8th Division under commander Mow Ping Wan arrived in Canton on Monday afternoon. The troops, who came in six ships belonging to the China Merchants Steam Navigation Company are about 18,000 strong. Some of the transports are at anchor at Whampoa, and others in White-Goose Bay off Shamen. As soon as the men have all landed they will march with their supplies and ammunition to their stations in the North River districts between Yintak and Shikwan. Probably they will start to-morrow (Wednesday). Several special trains are being reserved for them.

The 3rd Division of Nanking troops under Commander Chen Chi Shing, who arrived in Canton a few days ago, left the city for the North River districts between Canton and Yintak on Monday. They set out from Whompoa where they were temporarily encamped early in the morning, marching through Wai Oi Road, a business section of the city. They appeared to be well equipped, but their uniforms were old and more worn than the clothing of the Cantonese troops.

Thousands of people lined the streets to watch the troops go by. Their Commander, Chen Chi Shing, is still in Canton conferring with the authorities, but will leave for the North River in the course of the next few days.

General Chu Shao Liang, Commander-in-Chief of all the Nanking troops in Kwangtung, and Major General Mow Ping Wan, commander of the 8th Division, arrived in Canton this morning, and are being lavishly entertained at banquets given by members of the Canton regime. They are now in conference with the local High Command regarding the suppression of the Kwangsi-Ironsides revolt, and will leave shortly for the North River.

The General Headquarters of the Nanking troops will probably be established in Shikwan, the northern terminus of the Canton-Hankow Railway and a convenient strategic point from which to direct operations. Besides the three divisions of Nanking troops the 50th Division of Kwangsi troops will be in that district. The Division from Kwangsi is commanded by Major General Tan Tao Yuen, a trusted subordinate of Marshal Chiang Kai Shek.

IN WUCHOW.

During the absence of General Chen Tsai Tong in Wuchow, Major-General Li Yang King is in charge of military affairs in Canton.

From Kwangsi reports have come to hand that the Canton Higher Command in Wuchow is now in conference with the pro-Canton Kwangsi military leaders preparatory to a general offensive against Kweilin and Nanning. The drive will start in the course of the next day or two but at present things are comparatively quiet.

The writer has learned from reliable sources that several high officials of the former Wuchow Administration, including Mayor Yuen Hing and Police Commissioner Fung Ding Fong, who were rounded up by General Lui Woon Im are likely to be severely dealt with. They are charged with maladministration and supporting the Chinese Communist Party.

CANTON TROOPS AT SAMSHUI.

SOLDIERLIKE BUT SHOD IN CANVAS SHOES.

(FROM OUR SPECIAL CORRESPONDENT.)

SAMSHUI, Oct. 8. There is a big concentration of pro-Nanking troops at Samshui, and troop movements have been much in evidence for several days. It is stated, however, that the Canton-Samshui Railway is now open to public traffic again.

The harbour at Samshui to-day was full of craft commandeered for the purpose of transporting troops to Wuchow. They include four big steamboats—of which I could distinguish three, the Kwok Tai, Tin Chow, and Lee Wo—19 small launches and innumerable smaller craft.

All the commandeered vessels are flying the military flag, and the little river town swarms with soldiers in blue-grey uniforms.

Chang Fat Fui the "Bogey Man."

There is no sign of any alarm but the question all the Chinese here asked me was what was the news of Chang Fat Fui. It is obvious that he is still the "bogey man" in this part of the world. Also, it appears that Hong Kong papers are very greatly in demand everywhere one goes.

Well Behaved Troops.

The soldiers are a riotous lot—although as yet I have not actually seen them on parade.

The seem to be the only army I have ever seen who can march in canvas shoes. I have not seen any army boots. The uniforms are of varied cut—but on the whole, the men do not look unsoldierlike, and are extremely well-behaved. I notice they all carry a sun-hat as part of their equipment. It is said they will move out very shortly—but I have seen no sign of movement since 7 a.m. and it is now almost 11. H.M.S. Moorhen is anchored here.

"IRONSIDES" STANDING FAST?

ANOTHER STRANGE RUMOUR.

CHANGSHA, Oct. 8. Chang Fat Fui's "Ironsides" at Shenchowfu in Hunan have neither advanced nor retreated. Ho Chieh, the chairman of the Hunan Provincial Government, has instructed his troops to besiege them. Li Han Yun, the vice-commander of the "Ironsides," has telegraphed to the Military Headquarters in Nanking urging the dispatch of Huang Chen Chi to take over the command of the "Ironsides."

GIFT FROM LIVING BUDDHA.

HORSES FOR GENERAL YEN.

SHANGHAI, Oct. 8. The Panchan Lama or the living Buddha has presented a hundred Mongolian horses to Yen Hsi Shan.

SINO-POLISH TREATY.

TO BE SIGNED SOON.

SHANGHAI, Oct. 8. The Sino-Polish commercial treaty has been submitted to the State Council for approval. It is understood that the treaty will be signed shortly.

ANOTHER LINER WRECKED.

ASSISTING, DOOMED SHIP.

(THROUGH REUTER'S AGENCY.)

COLOMBO, Oct. 8. The Hansa liner Lauterbach was wrecked on the island of Minicoy to-day when attempting to assist the German liner Hoechst which ran aground while homeward-bound on September 23rd with a cargo of rubber, tea and general merchandise which was jettisoned in an attempt to save the ship.

Owing to rough seas and a high wind, both vessels were quickly doomed despite frantic salvage operations carried out by the tug Hercules, the Hansa liner Tautenfeld, and the Hamburg-America liner Hannu.

When it became evident that the two ships were doomed to destruction, final efforts were made to save what remained of their cargoes but were unsuccessful owing to the rough sea.

"I MEANT TO TRAP THEM."

STALLHOLDERS' ALLEGATIONS AGAINST POLICEMEN.

SQUEEZE AT CENTRAL MARKET.

"I meant to trap them from the moment we started negotiations," was a statement made by a stallholder at Central Magistrate yesterday, when a Chinese Police Sergeant and two Chinese constables were charged with accepting bribes from a stallholder at Whitfield Market. The men were further charged with misconduct as Police officers.

Relating his story, the stallholder said that on August 20 the Sergeant entered the market and asked him how business was getting on. Witness replied that as the Sergeant could see, the hawkers were crowding round the markets, and the stallholders were losing business in consequence.

The Sergeant is alleged to have replied that it was no use petitioning the Sanitary Department and that if the stallholders wanted to get the hawkers removed, the Sergeant could do the job if he were "consulted." The following dialogue was then alleged to have taken place:—

Clearing Out Royal Traders!

Stallholder: How will you do it? Sergeant: If you are prepared to pay us what we received from the hawkers outside the market, I will devise means to stop it.

How much?—Between \$20 or \$30 a month.

Very well, I will consult my foks.—And I will consult my colleagues.

Witness went on to say that even at that time he had made up his mind to trap the Sergeant.

The next day the Sergeant came along and said that his colleagues had agreed to \$25. Witness offered \$20 and finally the parties agreed upon \$22. On August 23, the Sergeant invited the witness to a nearby tea-house and there in the presence of six persons, \$11 was handed over, representing half a month's payment. The Sergeant kept \$5.50 and handed the rest to one of the party.

While they were at the tea-house, witness hinted that he would have to make an entry in his book to account for the money and the Sergeant told him to enter the payment in the name of the Tung Wah Hospital. It was also arranged that future payments were to be by two instalments a month and that each instalment must be paid between the 1st and 5th and the 15th and 20th day of each month.

The Price Goes Up.

Witness said that he noticed that after the first payment there were no more hawkers around the market.

On September 1 the Sergeant came for his instalment and when he was offered \$11, took only \$5.50 and gave instructions for witness to hand over the balance to Constable C145 when the latter called. On September 6 C145 called and was duly paid.

Between September 15 to 20, the Sergeant came to the market and bought some sweet potatoes. He took the opportunity to tell the witness that the figure had been increased to \$30 a month. Witness pretended that he had to "consult his foks" and added further that he would not pay and did not mind the hawkers again crowding round the market. Two or three days later, the hawkers again appeared close to the market.

Mr. Hamilton: You gave witness the impression that you had to collect money from the other stallholders?—No.

Then why did you say you wanted to consult the foks?—I was referring to my own partners in business.

Continuing, witness said that when the hawkers returned he copied their numbers from a licence board and made a report to the Chief Sanitary Inspector. He was advised to report the matter to the Inspector in charge of the district but he did not do so, because he saw that the Police Station was under close observation by the hawkers' "spy."

The next day he met the Sergeant in Whitfield Road and said he was unable to pay the increased amount. He promised, however, to

(Continued on next column.)

ROUND THE COURTS.

JUNK ARMAMENT.

A GUN TOO MANY.

The master of a trading junk was summoned before Mr. T. S. Whyte Smith at Kowloon Magistrate yesterday for being in possession of a cannon and 70 pounds of gunpowder on board his boat without permission.

Detective Sergeant Humphreys told his Worship that the defendant was licensed to carry two cannons, but a third one was found. The police did not take a serious view of this charge, but the possession of excessive gunpowder was a more serious matter.

Defendant said that one of the cannons was out of working order and he had to replace it. He remarked that he must be "ready for emergencies."

The Magistrate was informed that the defendant was also licensed to carry seven firearms.

His Worship: Very warlike, isn't it?

A fine of \$10 was imposed on the first charge and \$25 on the second.

TOO OLD TO SELL FRUIT.

An aged Chinese was summoned before Mr. Whyte Smith for selling newspapers when he held a license for fruit. A recommendation for a proper license was made by the Magistrate who remarked that the defendant had carried on selling fruit until he was too old to carry a load of fruit. The old man had established himself at the gate of the Kowloon Docks and was doing a good trade.

A SIX-MONTHS-OLD OFFENCE.

A Chinese public vehicle driver who was charged with reckless driving and failing to report an accident which occurred six months ago was recently arrested in Hollywood Road.

Brought before Mr. E. W. Hamilton at the Central Magistrate, the traffic officer told his Worship that the defendant was seen tearing down Caroline Hill at 45 m.p.h. Before deserting the car at Soekunpoo, the defendant knocked down a Chinese girl who was afterwards in hospital for 33 days.

The Magistrate imposed a fine of \$75 or three months' hard labour.

settle things by the end of the month. To this the Sergeant said: "Will you really" to which witness replied "Certainly." The next day the hawkers once again disappeared.

At the end of the month, the second defendant approached witness and told him to go to a tea-house. There he was asked to hand over the dues, but refused to do so, pretending that he had to verify from the Sergeant whether the second defendant was authorised to receive the money. He met the Sergeant later and made an appointment to pay at 9.30 that night at the tea-house and it was understood that the money was to be handed to the second defendant.

Trap That Partly Failed.

After he had left the Sergeant, witness went to the Head of the Sanitary Department where he saw Detective Sergeant Mottram. The latter explained a plan to trap the constables and handed witness a marked \$10 note. The detectives were to hide in a nearby lane and when the money was handed over to the constable, a foks of the witness was to tell the waiting detectives that the money had changed hands. Through a misunderstanding, the plan miscarried and later the money was handed to the second defendant in a latrine who gave it to a friend and the two made off, followed by the witness. In a scavenging lane, the police arrested the two men and took them to the Station, where a search was made and the marked note was found.

Witness, in answer to Mr. A. E. Hall (for the defence) denied that his story was a fabrication.

Mr. Hall: You were doing a good turn for the stallholders in the market, why did you not tell them and get them to pay their share?—This was my own business and I intended to set a trap from the start.

Answering another question witness said that he was not bringing the case as a revenge for one his foks' arrest for giving short weight.

Witness further denied that he was a bully or that he was "notorious" in his district.

The hearing was adjourned.

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NEW ADVERTISEMENTS.

A. S. WATSON & CO., LIMITED.
NOTICE.

ON THURSDAY, THE 10TH OCTOBER, 1929, All Departments will be CLOSED.

The Hong Kong Dispensary, Dispensing Department, will be OPEN for Dispensing Prescriptions from 10 A.M. to 1 P.M. and from 6 P.M. to 7.30 P.M.

A. S. WATSON & CO., LIMITED.
Hong Kong, 8th Oct., 1929. [8470]

ARMISTICE DAY DINNER.

A DINNER for EX-ACTIVE SERVICE MEN is being held on ARMISTICE DAY, 11th NOVEMBER, 1929, at Voluntary Headquarters, under the auspices of the EX-ACTIVE SERVICE MEN'S ASSOCIATION and of the HONG KONG BRANCH of the BRITISH LEGION.

It is hoped that all Ex-Active Service Men, whether Members of the above Organizations or not, will attend.

Full Particulars and Tickets may be obtained either from Mr. R. K. FEPBURN, Hon. Secretary, British Legion, c/o Commercial Union Assurance Co., Ltd., or from Mr. S. HAMPDEN ROSS, Hon. Secretary, Dinner Committee c/o Percy Smith, Smith & Fleming.

G. R. PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on TUESDAY, the 15th DAY of OCTOBER, 1929, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the GOVERNOR, of One Lot of CROWN LAND at Tai Kok Tsui, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty's Kite, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements	Area in Acres	Annual Rental	Up or Down
1	Lot No. 2271	Adjoining Kowloon in the Colony of Hong Kong, at Tai Kok Tsui, between Lot No. 2270 and Lot No. 2272.	As per plan 99.0	114	17,360	Up

BANK HOLIDAY.

IN ACCORDANCE with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be CLOSED for the TRANSACTION of PUBLIC BUSINESS on THURSDAY, 10th OCTOBER (Anniversary of the Chinese Republic).

Hong Kong, 5th Oct., 1929. [8464]

NOTICE.

ON THE 10th OCTOBER, the CHINESE NATIONAL DAY, we shall be "AT HOME" at the CHINESE MERCHANTS CLUB, CHINA BUILDING, 1st Floor, from 11 A.M. to 12.30 P.M. All Friends are Cordially Invited.

DRESS—Lounge Suit.

SHOUBSON CHOW,
R. H. KOTWELL,
S. W. TSO.

1st October, 1929. [8448]

NOTICE.

THE MEMBERS of the COMPROMISE ASSOCIATION will hold an "AT HOME" on the CHINESE NATIONAL DAY, the 10th INSTANT, from 10 A.M. to 1 P.M., 2nd Floor, China Building. All Friends are Cordially Invited.

[8434]

HONG KONG JOCKEY CLUB.

THE SIXTH EXTRA RACE MEETING will be held (Weather Permitting) at HAPPY VALLEY on MONDAY, 14th OCTOBER, 1929, commencing at 2.15 P.M.

The First Ball will be rung at 1.45 P.M.

The Charge for Admission to the Public Enclosure will be \$1.00 for all persons including Ladies.

Soldiers and Sailors in Uniform Half Price.

Members are advised that they must show their Badges to obtain Admission to the Members' Enclosure.

Each Member has the right to introduce 2 Non-members to the Members' Enclosure; Tickets for whom can be obtained from Messrs. LINTZAD & DAVIS, at \$6.00 Each Up to SATURDAY, 12th OCTOBER, 1929.

The Charge for Admission for Ladies to the Members' Enclosure will be \$1.00. Each Member can obtain, upon Application to the SECRETARY, Badges for Admission of 2 Ladies Free of Charge.

Bookmakers, Tipsters, etc., will not be permitted to operate within the Precincts of the Hong Kong Jockey Club during Race Meetings.

NO CHILDREN ALLOWED IN EITHER ENCLOSURE ON ANY PRETEXT.

[8460]



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"THE CHINA OVERLAND TRADE REPORT."

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Subscription, paid in advance—per annum for delivery in Hong Kong—\$13; including Postage to any part of the world—\$15.

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5.25 p.m., stated:—

The anticyclone over China has decreased slightly in intensity. Depressions are situated to the north of Hokkaido and to the southwest of the Philippines. The typhoon is almost stationary about 600 miles to the east of Manila. Moderate to fresh monsoon will continue along the S.E. coast of and over the N. China Sea.

Local Forecast:—N.E. winds, fresh, cloudy.

THE TYPHOON.

Manila, October 8, 9.30 a.m.—Typhoon in about 131 deg. Long. E. and 13 deg. Lat. N., moving W.N.W.

Editorial and Business Offices: 11, Lee House Street, Tel. Central 12.

Night Editor (Wanchai Office): Tel. Central 4811.

London Office: 21, Bride Lane, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, OCTOBER 9, 1929.

MR. MACDONALD'S BIGGEST TASK.

THAT the Prime Minister of Great Britain met with a rousing reception when he addressed the U.S. Senate is not surprising. The occasion was one which commanded enthusiasm by reason of its extraordinary novelty. Rarely is it possible for any foreigner, however distinguished, to address the Legislature of a country he happens to be visiting. Mr. MacDonald's address to the Senators at Washington is an unprecedented incident in American history, and a most hopeful augury. President Hoover and the Prime Minister have issued a joint statement in which they state that all points upon which Anglo-American opinion may clash have been frankly discussed. Gratifying progress toward agreement has been made, and the conversations will continue. There are few very serious matters on which there is a difference of opinion, and such as exist should be much easier to deal with now that the Kellogg Pact has come into force. Mr. MacDonald in his Senate address laid great emphasis on this Peace Pact, and expressed confidence that it would be impossible for any section of British and American forces ever to come into hostile conflict again if both nations did their duty in making the Pact effective.

War between Great Britain and the United States is generally conceded to be "unthinkable," but the catastrophe of 1914 also seemed unthinkable to many close students of world politics. A clash between certain States was anticipated as likely, if not inevitable, but not a war involving practically the whole civilized world. Anglo-American relations to-day are much more cordial than they have been for years; now—if ever—is the appropriate moment to make every effort to cement that friendship. On the general question of restricting naval armaments a very large measure of agreement has been already reached, but this discussion has been complicated by the old dispute as to the extent to which a belligerent is entitled to interfere with neutral rights in time of war (the "freedom of the seas"). During the late war, controversy between Britain and America on this question became very warm, and Americans think that it was the naval superiority which Britain then enjoyed which enabled her to insist on her own view of her rights. Ever since that date the spectre of this controversy has been between the two countries and the question would become very acute and very dangerous if, before a settlement was reached, Britain interfered with American shipping in application of sanctions under the Covenant against a State with which the United States believed herself to have no quarrel.

It has been stated, in cable news from Washington that Mr. MacDonald is to meet Senator BORAH. That meeting will be more important in many respects than the Prime Minister's conferences with the President. Senator BORAH is the man who champions the rights of neutrals at sea, and demands absolute freedom of the seas for neutral commerce. He contends that a neutral State has the right to continue trading with any or all the nations which happen to be at war. The British point of view is that the Colony of the seas to neutral commerce in time of war is essential for her own security. American and British advocates of world peace are of opinion that the natural corollary to the renunciation of war under the Kellogg Pact is renunciation of support to war. It is therefore in the interests of all nations that supplies, munitions, and money be withheld from warring States. On the result of the discussion between Mr. MacDonald and Senator BORAH much depends. The Kellogg Pact gives them a new basis on which to argue this question of the freedom of the seas. Britain has already renounced the claim to enforce belligerent rights against neutral commerce as a means of protecting her interests. If the United States would agree to withhold its support from a nation at war, this step would greatly reduce the danger of hostilities, and make the freedom of the seas a common aim for itself and Britain. Senator BORAH has all along advocated an international conference on maritime law as a prelude to negotiations for naval disarmament, and it will be for Mr. MacDonald to satisfy the Senator that no danger lies in calling a conference at which this question must be discussed together with plans for naval reductions.

News and Views.

Mr. V. Rupchand manager of the Pioneer Silk Store was among the passengers who arrived here yesterday by the s.s. Andre Lebou from Singapore.

Four cases of enteric fever, three Chinese and one British were notified last week, and there was one fatality from this disease. The only other entry on the return of the M.O.H. was one death from influenza. This must be one of the most satisfactory returns, covering a whole week, ever made in this Colony by the Health authorities. On Monday four Chinese cases of enteric were notified.

The following passengers have arranged return passage to Hong Kong by the C.P.R. Empress of Asia which left Vancouver on October 3, due to arrive Hong Kong on the 21st instant:—Mr. N. S. Brown (principal of Messrs. Butterfield & Swire), Mr. E. N. Enzor, Mr. and Mrs. A. Kopp, Mr. W. G. Pirie, Mr. and Mrs. F. D. Tracy and family (Standard Oil Co.), Mrs. Pethick, Sir Richard Threlfall and Miss Threlfall, Mr. and Mrs. H. H. Rodet, Mr. J. Brugnon, Mr. J. Parrot, and Mr. P. Landry, French tennis champions on a world tour.

Commander R. Langton-Jones, D.S.O., who retired from the active list in December last, has been appointed Inspector of Lighthouses in the Bahamas, under the Board of Trade. Commander Langton-Jones went to sea in the Merchant Service, passed for master, received a commission as sub-lieutenant, R.N.R., and in August, 1914, joined H.M.S. Triumph in China. In her he gained promotion to acting lieutenant for service at Tientsin, and was in the vessel when she was torpedoed and sunk off Anze in May, 1915. He then took up duty as Bombsmaster in Gallipoli, and in recognition of distinguished services, was transferred to the active list of the Royal Navy. He afterwards took part in the Battle of Jutland, and commanded a "Q" boat. Since the War he has commanded various small craft, and in 1925 was specially appointed in command of the gunboat, Cicala, in the West River, Canton. The new submarine depot-ship, Medway, Captain Collin Cantle, D.S.C., is due at Portsmouth on October 10 to prepare for her voyage to China with the submarines Odin, Osiris, Oswald and Otus. The vessels are to go out via South America. They are to replace the Titania and submarines of the "L" class.

Mr. Wang Shih Ling, connected with the Y.M.C.A. movement in Yunnan-fu, left Hong Kong yesterday by the President Grant for Shanghai.

Among the passengers leaving Hong Kong yesterday by the President Grant was Mr. Sun Fo, Minister of Railways, returning with his wife to the North after visiting Canton. He was accompanied by Mr. Tong Shao Yi, ex-Minister for Foreign Affairs, and his wife.

Sid Hill, who lost the use of his legs in the battle of the Somme, claims to be the world's champion invalid-chair cyclist. He recently made a record "run" from London to Clacton and back, taking 113 hours each way. Clacton is 70 miles from London. Hill's next venture will be a trip to Brighton, 55 miles from London, through hilly country.

Peter Archer, six years old, was knocked down by a bus in Hull and seriously injured. He was placed in an ambulance but on the way to the hospital a stop was made to pick up a man who had been injured while at work. The man proved to be Peter's father. The two were admitted to the hospital together, where the lad was detained in a critical condition.

Mr. J. P. Martin, Coroner of Reading, was summoned to appear in Winchester police-court for failing to stop his car when requested by the police. The summons was held over for two weeks, however, when Mr. Martin wrote, asking for a delay, saying immediate action "would kill my campaign against hogs." When the magistrates inquired into the case, they discovered he meant "road-hogs" and that he was conducting a campaign against reckless driving in his own district.

"I am here to die, not to talk," said Liang Hung Pao, five minutes later, having been removed from the Shanghai Provisional Court, he fell before a firing squad at Tachokong prison. Liang was only 22 years of age and had been convicted of kidnapping. His last remark was in answer to a question as to whether he wished to ask the Court for any special favour such as the writing of a farewell letter to relatives.

Post Office and To-morrow's Holiday.

To-morrow (the Double Tenth) the C.P.O. and Branch Offices will be open from 8 a.m. to 9 a.m. There will be one collection from pillar boxes and one delivery of registered correspondence at 9 a.m. The money order office will be closed.

Chinese Labour for Africa?

In a talk on Africa that was broadcast from London recently, Lord Lugard spoke of the various Government and private developments that were proceeding, and remarked that they all required labour, as the white man cannot do heavy manual work in the tropics. Native population is sparse and cannot supply the existing—still less the prospective—demand without withdrawing from the villages so many of the adult males that the population decreases. The future, Lord Lugard said, was not easy to foresee. Perhaps the white man will find he can do more work in the tropics than he thought he could; perhaps a more extended use will be made of labour-saving appliances. Some even talk of imported labour from China and elsewhere, though the Africa of the past was regarded as the source of the cheapest labour in the world.

Trials of a Theatrical Manager.

Of all the various types which the harassed theatrical manager is called upon to select, the "funny" woman is, perhaps, the most difficult of all to find. The really funny women of our time can be counted on the fingers of two hands—Maizie Gay, Cecily Courtneidge, Nellie Wallace, and a few more, but they are few and far between, and like the much-advertised pill, worth their weight in gold. Gladys Voile, the leading comedienne of the Warwick Revue Company which commences a short season at the Star Theatre on Thursday, is one of those theatrical rarities—a stage "funny" woman. Having selected his "funny" woman, the manager's troubles are not over by any means. His next difficulty is to induce her to be serious—that is to say, serious on occasions, for there are times when her humour would be out of place. This presents enormous difficulties to the professional comedienne. Gladys Voile is, however, one of the few actresses of this type who can, at will, discard the guise of the London flower-seller or charlatan and become in a flash the polished society woman, with an elegance and poise that even a Vanbrugh might envy. Therein lies much of her success. Plans for the Warwick season are now open at Moutries and the Star Theatre, and early application for reservations is recommended. As will be seen from an advertisement elsewhere, a good variety of entertainment is offered.

Orders have been issued by the Peking authorities forbidding the export of cereals and flour from North China. The order points out that there is a severe famine in the northwest, and all food supplies in North China are needed for relief of the sufferers. Heavy fines are provided for those who attempt to export food-stuffs.

The witch doctors of South Africa, tired of abuse and ridicule, have decided to form a trade-union to protect their reputation and presumably their "consulting fees." The inaugural meeting of the Dikgaka, as the union will be called, was held recently in a public hall in a Transvaal town. Four European medical men, attended at the invitation of the witch doctors. Ten witch doctors lectured on such subjects as the "divining rod" and "healing properties of South African herbs." After the meeting the Europeans admitted the subject of native medicines might be studied with a good deal of profit.

The indifference of the young men of Halesworth, Suffolk, to the fine art of bell-ringing threatens to bring to an untimely end the town's Society of Bell-ringers, which has been in existence since 1503. The present team of ten ringers in the church of St. Mary the Virgin totals about 700 years in age. The oldest, Lionel Hammond, is 76. He lives three miles away, and does his 12 miles each Sunday, walking twice from home to church and back. John Pundich, 31, a volunteer or "visiting ringer," walks from his home in Bramford, two miles away, when he is wanted. The young men of the village have hitherto refused to join the society, but a last attempt is being made to keep up the 400 year old tradition.

Food Shortage in Russia.

A continuation, and possibly even a sharpening, of the meat shortage which has bothered Russian cities in the past year may be expected this winter. Official statements on the food situation admit that there is a serious lack of cattle. The unfavourable bread situation in southern Russia and other sections last year accounts to some extent for the meat shortage because the peasants, lacking bread for themselves and fodder for their cattle, solved both problems by killing and eating the cattle. Bad crops also affected the supply of fowl and eggs. "That deficiency, it is believed, will be quickly mended now that a successful harvest is being gathered. Special efforts to increase the availability of fish, as a substitute for meat, are being made by the Government organizations. The rationing system which prevailed in past months for bread, butter, eggs, tea, sugar, and other products will be maintained this winter.

Looking Back 25 Years.

Further recruits for the Hong Kong Volunteer Force are Messrs. S. W. Kynock, H. W. Wolfe, A. Slaney, C. F. Critchley, G. Watson, J. Fisher, A. Brown, A. Broadbent, J. Hurlow, J. T. J. Cole, A. L. P. Penning, J. Leonard, W. Sander, and S. R. Boyd. Sergeant R. C. Edwards and Gunners L. R. Rose, and A. Humphreys have resigned. Lieutenant W. J. Gresson is posted to command the Volunteer Troop. The following members have joined: Messrs. G. C. Moxon, D. Forbes, A. C. Haynes, J. R. Gillingham, H. A. Macintyre, C. Murphy, G. H. Potts, C. E. Anton, W. A. C. Cruickshank, J. Johnstone, F. B. Deacon, J. Hastings, W. R. Robertson, H. W. Looker, W. G. Clarke, B. James, G. K. H. Bruton, E. H. Sharp, G. Marshall, E. Owen, O. G. Mackie, N. H. Rutherford, and J. Paterson.—Hong Kong Daily Press, October 9, 1904.

Looking Back 50 Years.

The Colonists are beginning to look with some interest for the appearance of the Estimates. We suppose there will be no provision made in them for the necessary tanks for fire-brigade purposes, for the new pier close to the side of the existing Peddar's wharf for a big new gnat at Stonecutter's Island, for increased outlay on the fire-brigade, and for Praya construction. Possibly, also, the proposed new Civil Hospital, the new building for the Central School, and the suggested breakwater at Causeway Bay may find a place on the Estimates also. The new buildings for the Civil Hospital and the Central School are so urgently needed that it might well be deemed superfluous to say more about them. We trust that something will really be done next year to supply the much needed accommodation in the two new institutions above named. There are no public works more urgently required, and the proposed new gnat on the separate system is a piece of uncalculated and unjustifiable extravagance that may well be deferred to the Greek Kalends. The comfort of our sick and suffering and the educational welfare of the youth of the Colony surely merit consideration before the criminals. The latter are already better housed than they deserve.—Hong Kong Daily Press, October 9, 1904.

"THE MACHINERY OF WARSHIPS."

NAVAL ENGINEER'S LECTURE.

SPEED AND YET MORE SPEED.

A very interesting lecture on the machinery of warships was given by Eng.-Capt. W. H. Mitchell, R.N., at the University last night. There was a fair audience consisting mostly of engineering students. Professor Middleton Smith presided.

Men-of-war were divided into battleships, cruisers, and smaller craft, each being built for special purposes.

Boilers.

Boilers played an important part in the progress of warship engines. The first type of steam propelled men-of-war employed cylindrical boilers of the locomotive type. Later, these failed to supply the required power and water tube boilers were introduced. Water tube boilers were a great boon to the designers as they produced more power for the same weight.

However, with water tube boilers, other difficulties arose. The choice of the design of tubes was one of them. Should the water tubes be straight or curved, big or small, horizontal or vertical? After considerable experience, with all types, as no two private builders employed the same design, the Babcock and Wilcox type proved the most successful. This firm's boilers are at present installed in the latest ships of the British Navy including the Rodney and Nelson.

Another important step was the introduction of clean distilled water preventing corrosion, and scaling.

Turbine Engines.

Another big step in warship engineering was the introduction of turbine engines in place of the old but reliable reciprocating engines.

H.M.S. Dreadnought, was the first capital ship with this type of engine and it marked an era in naval history. However, small obstacles had still to be overcome, one of which was the matter of ease in handling. It was found with the several small propellers of the turbine engines could not be stopped, reversed, etc., so easily as before.

Oil Fuel.

Oil-fuel, marked another increase in the power of engines. H.M.S. Indomitable and H.M.S. Invincible, were the first battle cruisers to employ oil fuel, and they were a distinct advance over any other type of vessel in the way of power and speed.

The introduction of the torpedo-boat destroyer, was another engineering success. High speeds which these vessels were designed for, made them known as "the engineers' job."

Messrs. Palmers and Thornycroft were the first private firms to succeed in attaining high speeds. Messrs. Palmers produced 30 knot destroyers, while Thornycroft followed with 35 knot vessels.

Captain Mitchell concluded his lecture with a series of lantern slides of British men-of-war.

At the conclusion of the lecture, a hearty vote of thanks was proposed by the Secretary of the University Engineering Society, and the announcement that Mr. F. Cook, who was closely connected with naval shipbuilding during the Great War, would soon deliver a sequel lecture on Naval Shipbuilding, was received with applause.

Juvenile Rickshaw Pullers.

One of the saddest sights in Peking that of small boys pulling rickshaws—will disappear in the near future, if a municipal regulation just imposed is enforced. The regulation forbids boys under 18 years old from pulling rickshaws. Foreigners rarely if ever patronise the child rickshaw-pullers. But Chinese who do use them because they are cheaper generally appear to be the heaviest of their kind. The Peking Leader, commenting upon the regulation, suggests: "It might not be amiss to promulgate further regulations to punish any man or woman who hires a child to drag him or her along a thoroughfare. By forcing children into this business, these people reveal themselves as without regard for the China of the future."

PREMIER ADDRESSES U.S. SENATE.

WARM PRAISE FOR KELLOGG PACT.

CLEARING THE WAY FOR UNDERSTANDING.

CONVERSATIONS TO CONTINUE.

The Premier is regarded in America as one of the most popular British statesmen who have visited that country for diplomatic reasons for some years. Yesterday, Mr. MacDonald addressed a crowded Senate and described the Kellogg Pact as "a monument in history."

Later news, however, indicates that a feeling of pessimism exists with regard to the question of Naval disarmament as it is feared that preliminary understandings must be reached with Japan, France, and Italy to prevent a repetition of the Geneva failure.

MR. MACDONALD OPTIMISTIC.

[Reuter's Agency and British Official Wireless.]

LONDON, October 7.

President Hoover and Mr. Ramsay MacDonald left the President's fishing camp on the Rapidan River early this morning for Washington, after a pleasant week-end in beautiful surroundings.

The President and his distinguished guest reached the White House shortly before eleven o'clock, and shortly afterwards a statement was issued, signed jointly, in the following form: "We have frankly reviewed all the questions which might give rise to friction between our peoples. Gratifying progress has been made and the conversations are continuing."

Long Applause.

There followed a most remarkable event, unique in the history of the United States, the British Prime Minister going to the Capital, in the company of Sir Esme Howard, the British Ambassador, arriving at the House of Representatives at noon, and addressing both the House of Representatives and the Senate.

The galleries of the Senate were crowded with distinguished visitors, including not only prominent Americans from all over the country but the whole Diplomatic Corps in full dress.

When Mr. Ramsay MacDonald addressed the American legislators in their own Chamber—an unprecedented action on the part of a British Prime Minister—he was received with a roar of cheers which took some time to subside.

Perfect Understanding.

Addressing the House from a dais, Mr. Ramsay MacDonald declared that deep down in his heart he felt that any misunderstanding between Great Britain and the United States of America did not belong to the substance of things. He was satisfied that it would be swept completely away.

(Loud cheers.)

Referring in glowing terms to the Pact of Paris for the renunciation of war, Mr. MacDonald said that he felt sure that the Kellogg Pact would stand out like a monument in history.

"We in England mean it to be the guiding idea of our policy. It is absolutely impossible for any section of our people, whether on land or sea, or in the air, to come into hostile conflict again if you and we do our duty in making the Peace Pact effective."

The Prime Minister went on to refer to the Anglo-American naval negotiations, the bright promise of complete agreement on every point, and the question of parity between the United States and Great Britain.

"What is all this bother about parity?" he said.

"Parity! Take it!" exclaimed Mr. MacDonald.

Ending Competition.

He predicted that the Anglo-American naval agreement would end the period of competition in armaments, and he went on to emphasise the importance of the present day of the formation of personal contacts between the leaders of great nations as the foundation upon which to build enduring peace.

Neither Britain nor the United States, he said, would form any exclusive alliance towards any other nation or group of nations. The whole spirit of war must be exterminated. (Cheers.)

The Premier, concluding, made a moving reference to the late Dr. Gustav Stresemann, Foreign Minister of Germany, as a man whose whole life was devoted to the cause of peace.

Two-Minute Speech.

Prior to his address to the Senate, Mr. MacDonald visited the House of Representatives where he was warmly welcomed by the Members and crowded galleries.

In a speech lasting only a couple of minutes, he said that his presence among them was a reminder to him of how near and alike were the institutions of Great Britain and the United States.

He dwelt on the honour which had been accorded to him in meeting the Congressmen in this manner, and all the Members were subsequently presented individually, the first being the Father of the House, a white-bearded veteran, of the Civil War, Mr. Charles Manly Steadman, who is 88 years of age, and afterwards the leaders of the various parties and the back-benchers.

At White House.

It is officially stated that the British Premier and Miss Ishbel MacDonald will stay at the White House as the guests of President and Mrs. Hoover for the next three days.

A banquet is being held at the White House to-night in their honour, and it promises to be the most notable event of the Washington season.

Japan's Promise.

Tokyo, October 8.

Although the text of the invitation to the Naval Disarmament Conference had not arrived in Tokyo in time to be discussed at today's Cabinet conference, Mr. Matsudaira, the Japanese Ambassador in America, has telegraphed that he has received it. The text is therefore expected here some time during the day.

The Premier has informed Pressmen that Japan's acceptance is a foregone conclusion, and that a reply will be forthcoming in two or three days.

Feeling of Pessimism.

Tokyo, October 8.

While many well-informed people report that the Naval supporters will oppose the suggestion of a conference to be held in 1930 to consider the abolition of capital ships, the Navy Office spokesman is reticent and asserts that the question has not yet been discussed so it is therefore impossible to gauge Naval opinion.

Regarding the prospects for the forthcoming conference, there appears to be a certain amount of pessimism in both Naval and Civilian circles as it is feared that, unless some preliminary understandings are reached with Japan, France, and Italy, there is a likelihood of a repetition of the Geneva failure.

AUSTRIAN BANKS AMALGAMATE.

CHANCELLOR'S PROMPT ACTION.

[THROUGH REUTER'S AGENCY.]

VIENNA, Oct. 8.

Herr Schober, the new Chancellor, has saved Austria from a very grave financial crash.

His influence and initiative has resulted in the amalgamation of two great banks, the Boden Kredit Anstalt and the Oester Reichische Kredit Anstalt, which will be completed within forty-eight hours.

The latter bank assumes the liabilities of the former which was on the verge of collapse. Its troubles have been largely increased by panicky depositors, who have been intimidated by Fascist threats of civil war.

Its shareholders will suffer as a result of the amalgamation.

MANCHULI BATTLE.

THE WAR IN THE NORTH.

"WHITES" TO FIGHT SOVIET TROOPS?

[THROUGH REUTER'S AGENCY.]

HARBIN, Oct. 7.

Severe hostilities between the Russian and Chinese troops again broke out at the Manchuli Railway Station on Saturday at midnight, and despite the stubborn resistance of the Chinese infantry, at one stage during the small hours of Sunday morning the Chinese troops almost evacuated the city owing to the violent attacks of the Russians.

At this time, the 43rd Manchurian Regiment under Commander Leung arrived on the scene, and after a battle of two hours succeeded in repulsing the advancing Soviet forces. The 43rd Manchurian Regiment was formerly stationed at Chalanor, and was despatched to Manchuli only on a request for assistance. The number of casualties among the Chinese is said to be considerable.

Peace at Chalanor.

Since Saturday it is understood that the Russians have spread their cavalrymen into small groups of 200 to 300, attacking the Chinese trenches from several directions.

The Russians have been assailing Chalanor during the past few days, and the Chinese troops stationed in the vicinity of Chalanor retreated to Kulunor on Saturday; but in the morning of Sunday when the Russians ceased operations the Chinese returned to their trenches. Peace now reigns at Chalanor, and it is believed that the Soviet troops are not likely to return.

In the Sungari River many of the Russian gunboats have departed, and at present only one Soviet gunboat is remaining. At Sungari the Chinese troops arrested two Russian women spies, who attempted to cross the Chinese boundary.

Chinese Watching Points.

The Mukden Government has been informed that 30,000 "White" Russians have appeared in the Amur River district, and it is anticipated that they intend to create trouble there.

It is also learned that, judging from the concentration and troop movements of the "White" Russians it seems that the "Whites" are shortly to start operations against the Soviet troops. Chinese officials in the Amur districts have been instructed not to interfere with the encounter between the "Whites" and the Soviet, but to maintain a keen lookout to see that the Russians do not penetrate the Chinese districts.

A Protest Lodged!

NANKING, Oct. 9.

The Chinese Foreign Ministry has received a cable from Mr. Chiang Tso Ping, the Minister to Germany, stating that he has lodged a strong protest with the Soviet Government, through the medium of the German Government, against the recent attacks by the Soviet troops upon Manchuli and that the Sino-Russian negotiations between him and the German Minister at Berlin have come to a standstill.

REVOLT OF TSAO'S TROOPS.

CAUSED BY DISLIKE OF OFFICERS.

[THROUGH REUTER'S AGENCY.]

JICHANG, Oct. 7.

General Peng Chi Piao, who commands the 14th Independent Brigade, arrived from Shai this morning. He is working in unison with General Tso.

The revolt of General Tso's troops appears to be bigger than at first reported, as only about 500 troops remained loyal.

It is reported that the revolt was due to the fact that the troops disliked the new officers who had been appointed to the recently formed division.

There have been proclamations posted in the streets to the effect that the trouble is over. These proclamations were issued by General Tso.

Troops who were sent to Patung a few days ago returned here today and were disarmed.

COSTES' AEROPLANE SOLD?

"NON-STOP" AIRMAN LEAVING FOR HARBIN TO-MORROW.

Tokyo, October 8.

A message received this afternoon states that the reason given by Costes for abandoning his idea of flying to Japan is that he had contracted to sell his machine to the Chinese.

Weather permitting, Costes will fly to Harbin on Thursday and from thence to Dairen, from which port he will return to France by steamer.

An earlier message stated that Costes was unable to communicate his whereabouts when he landed because he was arrested by a Chinese general who thought he was a Soviet "raider."

DEATH OF ROUMANIAN REGENT.

CREATES DELICATE SITUATION.

[THROUGH REUTER'S AGENCY.]

ROUMANIA, Oct. 7.

The death of Dr. G. V. Buzdugan, the First President of the Supreme Court and one of the members of the Rumanian Regency Council, has set the authorities the delicate problem of filling the vacancy.

The other members of the Regency Council are Prince Nicholas, the second son of King Ferdinand, and the Patriarch Miron Cristea. The name of the Queen-Dowager Marie, Princess of Saxe-Coburg and Gotha, and a granddaughter of Queen Victoria, has been mentioned as possible successor to Dr. Buzdugan.

The Cabinet has discussed the subject fully and has decided to convene the Chamber of the Senate on Wednesday as a National Assembly to elect and swear-in the new Regent.

The King, Michael, was born on October 25, 1921 and is therefore not eight years of age. He is a son of Prince Carol who renounced his right of accession in 1925, and of Princess Helen of Greece.

SENATE AND "LOBBYING."

RESULT OF SEARER REVELATIONS.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, Oct. 7.

The Chairman of the Judiciary Committee has appointed a strong sub-committee to investigate "Lobbying" as the outcome of the Shearer revelation. Mr. Garnway (Democrat) is Chairman of the Sub-committee and Senator Borah is one of the members.

CHINESE CALENDAR.

NANKING'S WARNING.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Oct. 8.

The State Council at Nanking has ordered that, commencing from January 1 next, the solar calendar, which has been adopted as the official calendar for China, must be observed in all business transactions and all other documents in order to secure their validity before the Law Courts of the country.

Any document dated according to the lunar calendar will not be recognised as valid after the New Year.

PRISONERS OF WAR.

FEELING THE COLD IN THE NORTH.

NANKING, Oct. 8.

Chang Hsueh Liang, has wired the Central Government stating that the Chinese members of the crews of two steamers seized by the Soviet in the Amur river have been impressed to perform hard labour at Blagovestchensk. Despite the severe cold, the prisoners are still wearing summer clothing.

He states further that Chinese organisations in Heilungkiang have prepared a thousand winter outfits for "war prisoners" in Blagovestchensk and asks for means to be devised to ensure that the clothes reach the prisoners.

CREATING RUBBER RESERVE.

DUTCH PRODUCERS' SCHEME.

[THROUGH REUTER'S AGENCY.]

AMSTERDAM, Oct. 7.

It is understood that the committee for promoting the interests of Netherlands rubber producers, which was established approximately eighteen months ago, shortly after the rubber slump, has invited the constituents to meet at Amsterdam on October 22 to consider a draft scheme.

It is learned that the Committee estimates that the world production of rubber in 1930 will not satisfy the consumption.

It, therefore, proposes the creation of a reserve of 45,000 tons, or approximately ten per cent. of the production of British, French and Dutch enterprises under European control.

The reserve, if established in accordance with the scheme of the committee, will be controlled by a Central Selling Organisation, for release at a price to be fixed later, thus raising the normal price for producers.

The Committee disclaim any desire to antagonise American consumers.

BUYERS AND LOW PRICES.

A well-known London firm of sharebrokers, in a recent report, states that a certain amount of nervousness was displayed by market operators when the unfavourable export figures for Malaya and the Dutch East Indies were issued. With the London and Liverpool stocks also showing considerable augmentation, it was reasonably assumed that some selling of the raw material would take place by speculative interests.

This assumption, indeed, duly materialised, but as soon as the price was fractionally lowered buying was apparent on behalf of manufacturers. This provides further evidence that the big tyre interest are not looking for any appreciable decline in the price of the commodity, but are willing to replenish their stocks as soon as the market shows an easier tendency. In view of the rapid expansion in consumption all over the world, it is hardly surprising that manufacturers are disinclined to take undue risks with regard to the covering of their requirements.

Dutch Indies Exports.

The Dutch East Indies Rubber Trade Association gives the figures of exports for the month of July with the figures for June in parentheses for comparison—gross exports 29,031 tons (June 23,881 tons), whereof estate rubber 13,534 tons (12,479 tons), and native rubber 15,497 tons (11,402 tons). Making the usual allowance for moisture and idrt in the native rubber, the dry equivalent of the native exports is 10,665 tons (8,557 tons), making a total export in terms of dry rubber of 24,496 tons (21,029 tons).

The total exports (dry equivalent) from the Dutch East Indies for the first seven months of this year amount to 156,210 tons, against 139,687 tons in 1928. The gross exports for July are the highest so far recorded, the previous highest having been 27,160 tons in May of this year.

BLOWS FOR AN OFFICIAL.

William Palmer, a former tenant of premises of Poplar Borough Council, was sentenced at Thames Police Court to six weeks' hard labour for assaulting Mr. William Nicholls, deputy town clerk of Poplar.

It was stated that proceedings have been taken to recover possession of the premises from Palmer, who afterwards met Mr. Nicholls in the street. He struck Mr. Nicholls violent blows on the jaw.

WOMAN WITH THE SCREWDRIVER.

STORIES OF ETON TOLD BY MATRON.

SMALL BOY'S REBUFF TO VISITORS.

LAW OF THE MEDES AND THE PERSIANS.

After thirteen years as Matron in College at Eton, Miss Oughterson is leaving to take up a post in Canada.

"I came here from Haileybury with Doctor Lyttelton and it will almost break my heart to go," she said to an *Evening News* representative, who continues:—

Miss Oughterson is rather small with curly dark hair, and eyes and mouth that are tale-bearers of a strong sense of humour; and as we walked through the College I noticed that every boy gave her a smile as he raised his top-hat or his cap.

"Staying-Out" Rooms.

"The other side"—as it is called—comprises a corner of the college given over to the Matron in College as her house and to the "staying-out rooms" (sick rooms). The lower parts of the windows in Miss Oughterson's rooms were of semi-opaque glass, and she told me she had found it necessary to put this in on account of American tourists.

"They used to stand patiently outside and watch me while I worked, or while I had lunch, and it got on my nerves," she said. "I once found an American lady unscrewing the brass-plate on the head master's bell. She had come armed with a screw-driver. When I protested, she said she was just taking it as a souvenir; and when I emphatically refused to allow that, she said, 'Oh, I think you're very harsh!'"

"I showed her off the premises," Miss Oughterson went on, "and when she had gone I found I still had her screw-driver in my hand. That was, perhaps, a trifle harsh."

Hot Water Bottles.

The "staying-out rooms" seemed unimpressive to me; they were built in 1885—445 years after the beautiful oldest parts of Eton—but there was no doubt they were well-equipped and comfortable. Miss Oughterson showed me the rooms ready for use, complete even to a hot water bottle between the sheets; she is not to be caught unprepared in any case of emergency. A highly professional-looking medicine cupboard also bore witness to this.

"The boys seem to trust me as a medical adviser," she said. "Some years ago I was awakened in the middle of the night by a hammering on the door of my room which leads to the college rooms."

"Miss Oughterson, I heard, 'I've got such a pain! Do you think it's appendicitis!'"

Perfect Trust.

"I recognised the voice: it came from one of the youngest of the boys, and I asked, 'Where is the pain!'"

"Right in the middle of me."

"Then it can't possibly be appendicitis," I decided. "Go back to bed and I'll come along in a minute." I lit a candle, found a thermometer, and went along the passage to the invalid.

NEW CONSTRUCTION WORK IN CANADA.

14 PER CENT. OVER 1928.

[D.P. Special Service.]

Montreal, Que.—According to the MacLean Building Reports, Ltd., monthly survey of construction contracts actually started throughout all Canada, taking into consideration both urban and rural projects, new work stands 14 per cent ahead of the identical period of 1928.

The report as of July 31 gives the total of \$33,350,000 as the estimated value of contracts started during July. This is the largest July total ever recorded and 51 per cent. over the total for July a year ago.

As for contracts awarded the total for July is given as \$37,940,700, allocated as follows: Business buildings, \$24,987,100; engineering, \$17,593,100; residential, \$11,478,000; and industrial \$4,102,500.

For seven months of the year to date, the total for construction contracts awarded stands at \$338,062,400, of which business buildings accounted for \$118,942,400 or 35.4 per cent; engineering, \$94,216,000 or 28 per cent; residential, \$80,591,300 or 24.1 per cent; and industrial \$41,012,100 or 12.5 per cent.

"When I got there, I rubbed my eyes and stared; he was in bed, and fast asleep. His forehead was not feverish, and the thermometer. I very gently put under his arm showed normal; so after watching him for a while I went back to bed."

Next morning I saw him and asked, 'How's the pain?' 'Pain!' he said, 'what pain?' 'Didn't you wake up in the middle of the night?' 'Oh, that!' he said. 'Yes, but you said it wasn't appendicitis, so I just went back to bed.' 'He is now a master at a famous public school.'

The "Stalls in Chamber."

Miss Oughterson took me to see the "stalls in chamber." Here, in the oldest part of the college, live the youngest boys. The stalls are dark-panelled with old wood, and a curtain hangs across each arched entrance. She asked a boy's permission to look in, and I saw a collapsible bed in a curtained recess, a cupboard for clothes, a chair and washstand.

Two Thorburn reproductions—a badger and an otter—hung on the wall. Eton's taste in pictures, I learned, is good.

"If he had not wanted us to come in," Miss Oughterson told me, "a stern 'stall curtain!' would have warned us off."

At the end of one of the two rows of stalls we looked into the stall of the "Captain of Chamber"—an autocrat with the power of sentencing, selected for character and ability, at games, responsible for the discipline of chamber.

Names were carved on the walls, but this can only be done when the "Captain of Chamber" has played at Lord's.

Reforms in the Kitchen.

We went from chamber into the sixth form passage, and there I saw a room whose walls were carved with the names and dates of Derby winners. "A Law of the Medes and Persians," said the matron. "Trigo 23," I learned, was up with in 24 hours, and expertly done, too.

When Miss Oughterson came to Eton there were few baths, and she proudly showed me several bathrooms with showers that had been installed through her "agitating." She also took me to the old kitchen with its high conical roof and showed me the cumbersome machinery for turning the spits in front of a huge fire place.

This, too, she had superseded by a more modern (and infinitely less wasteful) range; and she abolished the second kitchen which was used for preparing the lighter meals.

Isn't He Just Cute!

As we crossed the famous paved court, with the statue of Eton's royal founder in the middle, Miss Oughterson said:—"One of the most charming things I have ever seen was a rebuff administered here by a very small wisp of a boy of eleven to two gushing young American women."

"They saw him and cried:—'Oh, look at that little boy. Isn't he just cute?' and so on, and they called out:—'Say, come here little boy, I want to talk to you.'"

"The small boy approached, took off his top-hat and said, 'Excuse me, madam, I have private business with my tutor.'"

Telegrams in Brief.

Tokyo, Oct. 8.—Mr. K. I. Inukai has accepted the Presidency of the Seiyukai, the Opposition Party, in succession to the late Baron Tanaka.

Paris, Oct. 7.—M. Laurent Eynac, the Minister for Air, has instructed the French Minister in Peking to express to Coates and Bellonte, the airmen who broke the world's non-stop record by a flight from Paris to Heilungkiang, the Government's warmest congratulations.

Shanghai, Oct. 8.—An official despatched from Tokyo states that Coates has informed the Japanese Consul at Tsitsihar that he will probably give up his intention at going to Japan and will proceed via Harbin, Mukden, Shanghai, and Calcutta to Paris instead.

London, Oct. 3.—Mr. Henry Payne, second Secretary to the Board of Trade, has accepted an appointment under the Egyptian Government who are desirous of his expert assistance in connection with the organisation of the Department of Commerce and Industry.—British Wireless.

Sports News

SHANGHAI BOWLERS BEATEN

K.B.G.C. SCORE SIX IN ONE HEAD.

WIN BY SEVEN SHOTS.

Shanghai lawn bowlers were out of luck in their match with Kowloon Bowling Green Club yesterday. It was a close game almost all the way the difference in the scores being only a few shots. The home team scored a six in the second head, and they remained there during the next four heads when the visitors went ahead by one shot. Shanghai then stuck fast for 3 heads while the home team carried their total to 11, but they took the next two heads with couples to make the score 11-11. From then on the Bowling Green players took the lead and won by seven shots. Shanghai, although they lost, took one more head than the visitors, but they failed to make any big single-head score.

The visitors were entertained at a dinner given by the Club on their premises.

Teams and Scores.

Shanghai	Bowling G.C.
Glover No. 1	Duncan
Dorrance No. 2	Guy
Malcolm No. 3	Russell
Phillips Skip	Gow
1. 1	1
2. 1	6
3. 3	4
4. 1	5
5. 1	6
6. 1	7
7. 1	9
8. 1	7
9. 2	9
10. 2	11
11. 2	11
12. 1	11
13. 1	11
14. 1	11
15. 1	12
16. 1	13
17. 1	13
18. 1	14
19. 1	14
20. 2	14
21. 2	16

To-day's Match.

Shanghai will play Tai Koo Recreation Club this afternoon and will try the four who took part in the Interport Teams race as under:—

Shanghai	Tai Koo
Phillips No. 1	Chalmers
Jessiman No. 2	Chapman
Dorrance No. 3	Young
Malcolm Skip	Wallace

R.A.M.C. ORDERLY'S SUICIDE.

SAD CASE IN SHANGHAI.

Shanghai.—How a private in the Royal Army Medical Corps took morphine after being placed under arrest for being drunk was described at an inquest in the British police court before Registrar I. T. Morris, sitting as coroner, on the body of George Colin Johnson.

A lieutenant of the R.A.M.C. said that at 11 p.m. on September 25, while dealing with a hospital case, the conduct of deceased, who was orderly on duty, gave him (witness) the impression that Johnson had been drinking. Witness asked the warrant officer on duty to have a look at Johnson, and upon the former reporting that the man was intoxicated, witness ordered him to be placed under close arrest.

At about 12.45 a.m. the orderly warrant officer reported that he had suspicions that Johnson had taken morphine. Witness examined Johnson and found that he was suffering from acute narcotic poisoning and had him removed from the Amoy Road barracks back to the hospital. After giving further treatment, witness left the ward at about 3.45 a.m., when Johnson's condition was as good as could be expected. Witness was called to the ward at 5.45, when he found Johnson dead.

Cpl. F. S. Douglas said he had occasion to look for Johnson on the night in question, and eventually found him on the fifth floor of the hospital. He appeared to have been drinking and was unsteady on his feet. After he had been placed under arrest he said: "I have taken morphine."

A verdict of suicide by poisoning during temporary insanity was returned.

It is understood that Johnson took enough morphine to kill four men.

GOLF.

ROYAL HONG KONG GOLF CLUB.

LADIES' COMPETITION.

A medal competition in aid of the Military Branch of the M.C.L. will be held over the New Course, Fanling, from Oct. 20 to Nov. 3 inclusive. Any number of cards at 50 cents each may be taken out. There will be first and second prizes and a prize for people with handicaps of 20 and over.

A mixed fouromes competition (medal) will be held during the week-ends, Oct. 20 to Nov. 3. Entry, \$1 per couple. A prize will be given should there be more than ten couples entering.

CHARITY FOOTBALL.

DRAW FOR THE "SUNDAY HERALD" COMPETITION.

At a meeting of the Council of the Hong Kong Football Association yesterday, the draw for the Sunday Herald Cup Competition was held and resulted as follows:—

December 25.—Portugal v. China. Game to commence at 4 p.m. on the Hong Kong Football Club ground.

December 26.—Scotland v. England. Game to commence at 4 p.m. on the Hong Kong Football Club ground.

HONG KONG LADIES' HOCKEY CLUB.

There will be a practice game on the Navy ground at Happy Valley on Saturday, October 12, at 3.30 p.m.

GORDON BENNETT BALLOON RACE.

ONE U.S. ENTRANT FIRST DOWN AT DISON IN OHIO.

St. Louis, September 29.—Watchers of the skies to the eastward of St. Louis are being rewarded by the sight of one after another of the Gordon Bennett International Balloon Race entrants as they meander slowly or swiftly through the clouds under the urge of the varying breezes.

Of the nine giant gas bags bearing flags of six nations which arose at intervals between 4 and 5 o'clock yesterday afternoon at St. Louis, one has already landed and the others are passing over Indiana, Ohio and other states to the east of Illinois.

Official announcement to-day said that a U.S. Navy balloon had descended in Dison township 10 miles to the southwest of Laton, O., at 2.30 p.m.

Aided by light winds, all the entrants drifted slowly during the night and early morning across western Illinois. They gradually separated and two unidentified bags were first reported sighted over Farina, Ill., 100 miles due east of St. Louis.

Another morning report told of the sighting of another unidentified pair over Jacksonville, Ill., at 3 a.m.

A French balloon passed over Marshall, Ill., at 7 a.m., moving due eastward.

A large white balloon, presumably a United States civilian entrant, was sighted over Washington, Ind., at 2 o'clock this afternoon.

All nine balloons entered in the annual Gordon Bennett race which started here yesterday had landed at scattered points in the United States late to-day.

A.U.S. Navy entrant was down near College Corners, O., after travelling approximately 200 miles from the starting-point.

The Stadt Essen, from Germany, landed six miles southwest of Danville, Ill., after travelling 170 miles. The Argentina landed near Fairbanks, Ind., having drifted 180 miles.

The U.S. Army entrant grounded near Sallineville, O., having gone about 500 miles.

The pilot of the Argentina suffered a severe fracture of one leg when he crashed in landing on a farm. His condition is reported to be serious. —United Press.

EXTRA-TERRITORIAL RIGHTS MUST GO.

BUT IN PROPORTION TO CHINA'S PROGRESS.

In the *Manchester Guardian* of September 5 the following editorial article appeared, dealing with the British Note replying to the Chinese demand for the surrender of extra-territorial rights:

The treaties by which foreigners secure themselves against oppression or arbitrary treatment at the hands of backward or unruly States are usually called capitulations. The principle is called one of extra-territoriality. The British Government now publishes the text of its reply to the Chinese Government, which last April addressed a Note to the chief foreign Powers appealing for the removal "at the earliest possible date" of the system of extra-territoriality and consular jurisdiction. In this the Chinese Government is in harmony with the spirit of the times. It is likely, indeed, to be the last important and independent State to free itself from this form of foreign interference. The Turks, after their successful military resistance under Kemal Pasha, secured the abolition of the capitulations under the Treaty of Lausanne. If the proposed treaty with Egypt goes through, responsibility for the lives and property of foreigners in Egypt will henceforth devolve upon the Egyptian Government. In any case, the British Government recognises that "the capitulatory regime now existing in Egypt is no longer in accordance with the spirit of the times and with the present state of Egypt." Unfortunately, China is not admitted to have reached the "state" which makes withdrawal of the capitulations immediately possible, and the British Government, though anxious to see what further changes can be made in the present system which will make it less offensive to Chinese sentiment, is definitely not prepared to abandon the system as a whole.

Unfulfilled Conditions.
As far back as 1902 Great Britain assured China of her desire to help in the reform of her judicial system. That assurance has been given many times since, and in 1926 a Conference of thirteen Powers signed a report recommending the renunciation of extra-territorial privileges upon certain conditions. Chief among these conditions were the enactment of a codified system of law, the creation of modern law-courts, and the effective administration of justice. It cannot be said that the last condition, at least, has yet been fulfilled, although the Chinese claim that the civil and commercial codes have "now reached the final stage of preparation." They claim, too, to have established a large number of "Courts and prisons along modern lines." It is not, in fact, these claims which the British Government disputes. Two things are urged in the British Note. The first is that Western legal principles should be understood and found acceptable by the people at large as well as by the Courts which administer them. This is, perhaps, putting the argument on unnecessarily abstract grounds. The second demand is that the actual administration of law shall be free from dictation, corruption, and violence. This is the heart of the matter.

China Must Set the Pace.
China is barely free from a protracted civil war; several provinces are still subject to military governors whose loyalty to the Central Government is highly suspect. The tradition of technu, or war-lord, government persists. At any moment hostilities might break out again, and the exactions of arbitrary military government, alternating with sporadic banditry, again disappoint the hopes of those who desire to see China peaceful and prosperous. So far as the foreigner can judge, the Central Government seems to be slowly establishing itself. But it is still very weak, and over the great part of China its authority is nebulous. The solution of the problem of extra-territoriality is therefore not easy. Germans and Austrians who lost extra-territorial privileges during the war do not appear to have suffered greatly from the loss. On the other hand, the Russians, who surrendered these privileges voluntarily, have recently had grave reason to complain. Extra-territoriality, it seems, clear, must go, and it must go in proportion and as rapidly as the Chinese Government becomes strong. But that, unfortunately, is not to indicate any very rapid rate of progress.

each, instead of four, and "cross-hatching" to be avoided; Primary vaccination to be performed between the ages of two and six months, as at present; re-vaccination to be offered when the child enters school between the ages of five and seven years, and again on leaving school at the age of 14 or 15 years;

Vaccination in more than one insertion to be available to those who wish for the maximum protection against smallpox, obtainable at one operation.

The Ministry of Health Order states that the Minister recognizes that the post-vaccinal nervous disease occurred mainly among children of school age or adolescents who never before have been vaccinated.

This fact, the Order declares, emphasises the desirability of securing successful vaccination of infants.

VACCINATION IN BRITAIN.
MINISTRY OF HEALTH ORDER.
Important changes regarding the method of public vaccination in Britain are to come into operation immediately.

A new Order has been issued at Home by the Ministry of Health giving effect to the recommendations of the Medical Committee recently appointed, under the chairmanship of Sir Humphry Rolleston, the eminent King's Physician, to inquire into the cause of the mysterious illness known as post-vaccinal encephalitis (inflammation of the brain) which has become increasingly prevalent in Britain recently.

Among the Rolleston Committee's recommendations were:—
Trial to be made of vaccination and re-vaccination in one insertion

BY MAIL, WIRE, AND WIRELESS.

Bombay.—The death of Mr. C. H. McCarthy, general manager of the Indian Radio Telegraph Company, has occurred.

Guanabara.—The pilot was killed and five people were injured when a naval seaplane crashed in Guanabara Bay, Brazil.

Cherbourg.—A French agricultural mission has sailed from Cherbourg for Canada to study farming methods and conditions.

Cherbourg.—General Gouraud, who has been attending the American Legion celebrations in the United States, arrived at Cherbourg in the *Leviathan*.

Constantinople.—Having concluded a provisional commercial agreement for the period of six months, the Dutch Minister has returned to Constantinople from Angora.

Brasov.—Three members of the gang of brigands which stopped eight motor-cars and robbed 35 people on a public highway near Brasov in Rumania in a single day were killed by gendarmes, later.

Seville.—At the Third Assembly of the Spanish Council General at Seville, in the early part of November, the Grand Cross of the Order of Isabella the Catholic will be bestowed on the Marques de Estella.

Plovdiv.—The Boteff Club of Plovdiv (Philippopolis) having defeated the Shipchenski Sokol of Varna it will play the Levski Club of Sofia for the Association football championship of Bulgaria and the King's Cup.

Southampton.—Thirty boys from various parts of Great Britain have sailed for New Zealand, under the New Zealand Sheepowners' Fund Scheme. The number of boys who have sailed to New Zealand under this scheme is now 459.

The Hague.—It was officially announced at The Hague that Count Ruys van Beerenbroek has been invited by the Queen of the Netherlands to form a Cabinet from non-Parliamentarians, as he had failed in his negotiations with the Right parties.

Canterbury.—Miss Dorothy Menzies, headmistress of Simon Langton Girls' School, Canterbury, has been appointed headmistress of the Central Foundation Girls' School, Bishopsgate, London, where she was formerly senior science mistress from 1915 to 1922.

Bombay.—Four Paris.—Mr. Ratnagar, a solicitor, his wife, a Bachelor of Science named Adenwalla, and a barrister recently returned from England of the same name—were drowned off Juhu Beach, near Bombay. Only the barrister's body has been recovered.

Ottawa.—There are indications that the Conservative Administration of Mr. Ferguson, Premier of Ontario, is planning an appeal for a fresh mandate. Mr. W. E. N. Sinclair, the Liberal leader, in a recent speech warned his followers to be ready for the contest.

Trinidad.—Monsieur Peron, the leader of a mission from the Compagnie Generale Aeropostale, has obtained permission from the Governor to survey Trinidad, with a view to the establishment of a port-of-call for an aerial postal service between Natal (Brazil) and Panama with branches to Martinique and Guadeloupe.

Zermatt.—Observers looking through a telescope saw two men lying motionless on the glacier at the foot of Monte Rosa. A search party set out at once and yesterday recovered and brought down to Zermatt the bodies of two German climbers, who had fallen while descending the Dufourspitze and had been killed.

Torquay.—The French ketch *Talberg*, which arrived at Torquay harbour with vegetables made a very rough passage from Roscoff, Brittany, the deck cargo being swept overboard and the binacle and compass carried away. The master, Captain Morvan, was struck by a heavy wave and carried overboard, the crew having great difficulty in rescuing him.

Teddington.—Edward James Gordon Hurley, wireless valve factor, of Cambridge-road, Teddington, recently of Blackfriars-road, S.E., was sentenced by the Tower Bridge Magistrate to two months' imprisonment in the second division for an offence under the Bankruptcy Act. It was stated for the Board of Trade that the defendant had failed to keep proper books.

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Madras.—The India Office announces the appointment of Mr. Arthur Joseph Curgenven, Indian Civil Service, to be one of the Judges of the High Court of Judicature in Madras, in the place of Sir William Watkin Phillips, Indian Civil Service, who has resigned.

Madras.—Captain Iskander Haya Khan, chairman of the Punjab wing of the Simon Joint Free Conference, has been appointed a member of the Executive Council of the Punjab vice Sir Fazli-Hussain, who has been appointed Education Member of the Government of India.

Southampton.—The liner *Leviathan* was stopped in mid-Atlantic for nearly an hour while an urgent operation for appendicitis was performed on Mrs. Britten, the wife of Mr. Fred Britten, Chairman of the Naval Affairs Committee of the United States House of Representatives.

Vienna.—Francis, Prince of Liechtenstein, who succeeded to the throne of that Principality in February on the death of Prince John II, married Frau Elsa von Ercos, widow of the Austrian Morfar Bela von Ercos, in the Parish Church of Mainz, near Vienna.

Paris.—There was an adverse Rumanian trade balance of 25,346,250 for the first half of the current year as against 24,125,000 for the same period last year. The increased deficit is due to the poor grain crops last year. It is declared that owing to excellent harvests the year will close with a favourable balance.

London.—George Keith Back, 42, a traveller, was sentenced to 21 months' imprisonment at the London Sessions for obtaining money from tradespeople by means of worthless cheques. Back pleaded "Guilty" to four charges in respect of which he was committed from West London Police Court, and he asked that 28 similar frauds in London and the provinces should be taken into consideration.

London.—Ernest Fairweather, 34, a waiter, committed to Clerkenwell, was sentenced to three years' penal servitude at the London Sessions for thefts from a railway station. He pleaded "Guilty" to stealing two suitcases and other articles, the property of the London Midland and Scottish Railway Company, and one suitcase belonging to the Great Western Railway Company.

London.—George Keith Back, 42, a traveller, was sentenced to 21 months' imprisonment at the London Sessions for obtaining money from tradespeople by means of worthless cheques. Back pleaded "Guilty" to four charges in respect of which he was committed from West London Police Court, and he asked that 28 similar frauds in London and the provinces should be taken into consideration.

ADVICE FOR INVESTORS.
READERS are reminded that inquiries relating to the share market are answered on page 10, every Tuesday by "Kufan." Letters should be sent to this office, and must be accompanied by writer's name and address, not for publication. Letters should be addressed to "Kufan," care of the Editor.

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STRANGE DEATH OF
A CONCUBINE.PLAYS CARDS AND TAKES
POISONED CUP.BREW OF POISONOUS
LEAVES.

An inquest into the death of a young Chinese woman who took a fatal dose of poison on August 18, was held yesterday afternoon, a strange story being told by the deceased's husband.

Mr. T. S. Whyte Smith acted as Coroner, the inquiry being held at the Kowloon Magistracy.

Mr. V. C. Bransome, Government Analyst, said that he tested a bottle of leaves sent to him by the police and certified them to be a well-known form of Chinese poisonous leaves, known as *Tai Char Yip*. Witness said that the leaves were scarce on the island but plentiful on the mainland. It was a well-known poison, and records showed that it was used as far back as 1874 in a murder case. There were similar cases in 1924, 1919 and again quite recently. Witness read an extract from a book by Dr. Stewart who said that the "leaf was extremely poisonous and well-known to the Chinese."

Evidence of the post mortem was given by Dr. J. E. Dovey. He said that the deceased's body was healthy and free of any disease.

The Husband's Story.

The husband of the deceased said that he lived at Shum Shui Po, and was a telephone operator at Government House. He took the deceased as his concubine in March 1923, following the death of a baby son who was born to his first wife. According to Chinese custom that was the correct thing to do. Witness said that the deceased got on very well with him and with his wife, and except for a "few words" after his wife once had beaten the concubine's son, he knew of no trouble.

On the evening of August 18, he returned to his flat in Lai Chi Kok Road at about 5 p.m. and on entering the flat he saw his concubine who had just woken up after a sleep. He asked if supper was ready and on being told that it was not, he suggested that she should prepare it. This was done and he and his concubine and an amah sat down to the meal. Shortly afterwards, his wife came home with the son and they joined them at the table.

Deceased Suggests Visit to Cinema.

It was suggested that they should go to the cinema and his concubine dressed to go out. As it was early the concubine suggested a game of *mah-jong*, but as the others did not want to play, she asked witness to play "fishing" (a Chinese card game) with her. They had not been doing this for long when she remarked that she was not feeling well and would like some *leung char* (cooling tea). Witness told her to go out and buy some. She replied that she had some in the house and got up to prepare it. She went into the kitchen and later returned and continued the card game. Meanwhile, she sent her amah out to buy some sugar.

"Don't Drink It!"

When the amah returned, she went into the kitchen and brought back a large mugful of the medicinal tea and added the sugar. She then put the mug into a basin of cold water, and continued playing cards.

Witness said that the deceased got up and drank half of the tea and put down the cup. He then picked it up and said that he would drink the rest. She immediately stopped him and cried, "Don't, it is *Tai Char Yip*." Witness asked what she meant, and she replied "poison." He became alarmed and called his wife and other people in the flat. He asked the deceased why she had taken the poison, but she only answered, "Nothing, nothing."

Continuing, witness said that they attempted to force her to drink "cooling oil" as an emetic, but she refused and knocked the bottle out of their hands. Witness then ran to the Police Station and telephoned for a doctor. The police came and the deceased was removed in an ambulance to the Kwong Wah Hospital where she died shortly after admission. From the first she refused to tell why she had taken the poison.

The hearing was adjourned.

SHOPPING GUIDE

Viva-tonal
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SOLE AGENTS:
ANDERSON'S
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Rolande Sarrault
MODES-COUTURE

2ND FLOOR, ASIATIC BUILDING
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MASSAGE

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Men's Wear Specialists.

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and Vegetables**

**The Clover Flower
Shop**

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FOR OFFICE AND HOME
STATIONERY

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BREAD, CAKES,
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Christening Cakes
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PENINSULA HOTEL Bx. 34.

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TIENTSIN "PILE" CARPETS

LIMITED QUANTITY.
MODERATE PRICE
AND
EXCELLENT QUALITY

FOOK WENG & Co.

(Fixed Price Store)
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GARAGE**

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FOR PURE MILK

FARM AND
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CIVIL, MILITARY & NAVAL TAILOR
ORDERS PROMPTLY EXECUTED
PRICES MODERATE
FITTING GUARANTEED

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HONG KONG
Tel. C. 1670

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KOWLOON
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AND WANT TO PICK UP
GOOD PIECES OF EITHER
EUROPEAN OR ORIENTAL
MAKE AT ADVANTAGEOUS
PRICE, GO TO

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DUDELL STREET

HAVE YOUR EYES

TESTED AND
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Mac's Cafeteria
FRESH CALIFORNIA FRUITS
AND VEGETABLES
MELONS, PEARS, APPLES,
GRAPE FRUIT, CELERY, LETTUCE,
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JUST ARRIVED Ex "EMPRESS OF RUSSIA"

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PANATROPES
AND
RECORDS

17, ICE HOUSE STREET
TEL. C. 4035

DAILY SHARE QUOTATIONS.

HONG KONG STOCK EXCHANGE.				SHAREBROKERS' ASSOCIATION.			
Buyers	Sellers	Sales	Nominal	Buyers	Sellers	Sales	Nominal
TUESDAY, OCTOBER 8.							
Banks							
\$1,315	...	\$1,305	...	H.K. Banks	\$1,305	...	...
219 1/2	...	219 1/2	...	Do. (London)	...	...	219 1/2
...	...	...	...	Chartered Banks	...	...	234 1/2
...	...	...	...	Mercantile Bks. "A"	...	...	215
...	...	...	...	Do. "C"	...	...	215
...	...	...	...	Bank of East Asia	...	...	292
Insurances							
\$675	...	...	...	Canton Ins.	\$670	...	...
\$2-10	...	...	...	Underwriters	\$3-10	...	...
1160	...	...	...	North China	...	...	1160
\$370	...	...	...	Union Ins.	...	...	375
\$310	...	...	...	Yangtze Ins.	...	...	360
\$800	...	...	...	China Fires	\$310	...	...
...	...	...	...	H.K. Fires	\$800	...	...
Shipping							
\$25	...	\$26	...	Donglases	\$25	...	...
...	...	...	...	Seamboats	...	...	...
...	...	...	...	Indos (pref.)	...	...	250
...	...	...	...	Do. (def.)	...	...	200
...	...	...	...	Shell Transports	...	...	100/-
...	...	...	...	Water-boats	...	...	...
Mining							
...	...	...	...	Benquets	...	...	636
...	...	...	...	Kailash	...	...	1162
...	...	...	...	Langkats (comb.)	...	...	110
...	...	...	...	Do. (single)	...	...	110
...	...	...	...	Explorations	...	...	111
...	...	...	...	Shanghai Loans	...	...	115
...	...	...	...	Raubs	...	...	692
...	...	...	...	Tronch Mines	...	...	...
Docks, Wharves, Godowns, etc.							
...	...	...	...	H.K. & K. Wharves	...	...	1145
...	...	...	...	Providents	\$4-75	...	...
...	...	...	...	H.K. Docks	...	...	1147
...	...	...	...	Shanghai Docks	...	...	...
...	...	...	...	New Engineering	...	...	...
...	...	...	...	Hongkows	...	...	...
Cotton Mills							
...	...	...	...	Ewos	\$2-40	...	...
...	...	...	...	Shai Ctons (old)	...	...	1159
...	...	...	...	Do. (new)	...	...	1174
...	...	...	...	Zoong Sings	...	...	1113
Lands, Hotels and Buildings							
\$9-55	...	...	...	H.K. & S. Hotels	\$9-70	...	...
\$84	...	...	...	H.K. Lands	...	...	...
...	...	...	...	Shanghai Lands	...	...	...
...	...	...	...	H.K. Realty	...	...	...
...	...	...	...	Hampshires	\$14-60	...	...
...	...	...	...	Chinese Estates	...	...	...
Public Utilities							
...	...	...	...	Tramways	\$18-35	...	...
...	...	...	...	Peak Trams (old)	\$11-85	...	...
...	...	...	...	Do. (new)	...	...	...
...	...	...	...	Star Ferries	\$69-4	...	...
...	...	...	...	C. Lights (old)	\$13-45	...	...
...	...	...	...	Do. (new)	\$13-30	...	...
...	...	...	...	H.K. Electric	...	...	...
...	...	...	...	Macao do	...	...	...
...	...	...	...	Sandakan Lights	...	...	...
...	...	...	...	Telephones	...	...	...
...	...	...	...	China Buses	...	...	...
...	...	...	...	Tractions	...	...	...
...	...	...	...	Do. (pref.)	...	...	...
Industrials							
...	...	...	...	Caldbeck	...	...	...
...	...	...	...	Macgregor (pref.)	...	...	...
...	...	...	...	Canton Ice	...	...	...
...	...	...	...	Cements (comb.)	\$10-35	...	...
...	...	...	...	Do. (old)	\$8-45	...	...
...	...	...	...	Do. (new)	\$1-90	...	...
...	...	...	...	Ropes	...	...	...
...	...	...	...	China Sugars	...	...	...
...	...	...	...	Mahon Sugars	...	...	...
...	...	...	...	United Asbestos	...	...	...
Miscellaneous							
...	...	...	...	Dairy Farms	\$20-20	...	...
...	...	...	...	Der A. Wings	...	...	...
...	...	...	...	Amusements	...	...	...
...	...	...	...	Constructions	\$9-90	...	...
...	...	...	...	Lane Crawfords	...	...	...
...	...	...	...	Jackinches	...	...	...
...	...	...	...	Yauyang Tobacco	...	...	...
...	...	...	...	Sinceres (old)	\$10-25	...	...
...	...	...	...	Do. (new)	...	...	...
...	...	...	...	Watsons	\$11-60	...	...
...	...	...	...	Wm. Powells	...	...	...
...	...	...	...	B. Ind. G.S. Bonds	...	...	...
...	...	...	...	H.K. Govt. Loan	...	...	...

COMMERCIAL DISPUTES.

AN ALTERNATIVE TO COSTLY
LITIGATION.

In view of the comments recently made by Lord Justice Scrutton as to the cost of litigation, and particularly the high fees sometimes paid to counsel, attention is drawn in *The Times* to the facilities which, as an alternative to litigation, the London Court of Arbitration affords for the settlement of commercial disputes.

That Court is the lineal descendant of the London Chamber of Arbitration founded in 1862 by the Corporation of London and the London Chamber of Commerce jointly. In 1903 its name was changed to the London Court of Arbitration, and since 1905 it has been located at the London Chamber of Commerce. Its work is conducted by a joint committee appointed by the Corporation and the Chamber, and its main object is to provide for the speedy, economical and efficient settlement of commercial disputes. The use of the arbitration clause recommended for insertion in contracts is extending and the importance of the matters referred to arbitration under its rules is increasing.

The Court does not sit as a tribunal to hear cases referred to it;

nor is it a panel of arbitrators. It is a committee of control, which appoints arbitrators and umpires at the request of parties who have a dispute. It is the established policy of the Court to appoint arbitrators who

ADVERTISED SAILINGS FROM HONG KONG.

ALEXANDRIA

Pres. Harrison, Dollar, Oct. 20.
Pres. Johnson, Dollar, Nov. 3.

AMOEY

Linan, B.S.S., Oct. 9.
Haining, Douglas, Oct. 11.
Takada, B.I., Oct. 12.
Anhui, B. & S., Oct. 13.
Kanchow, B.S.S., Oct. 13.
Tjialak, J.C.J.L., Oct. 14.
Huiyang, Douglas, Oct. 15.
Suisang, Jardine's, Oct. 15.
Kwaisang, Jardine's, Oct. 15.
Tjibadak, J.C.J.L., Oct. 15.
Shirala, B.I., Oct. 25.
Tulma, B.I., Oct. 25.
Hosang, Jardine's, Nov. 6.

ANTWERP

Karmala, P. & O., Oct. 12.
Menclaus, B.F., Oct. 13.
Kamo Maru, N.Y.K., Oct. 13.
Kalyan, P. & O., Oct. 13.
Africa, Manners, Oct. 27.
Katori Maru, N.Y.K., Nov. 2.

AUSTRALIAN PORTS

Changte, B. & S., Oct. 13.
Aki Maru, N.Y.K., Oct. 23.
Malloré, E. & A., Nov. 1.

BALTIC PORTS

Afrika, Manners, Oct. 27.

BANGKOK

Hellios, Thoresen's, Oct. 13.
Kalgan, B. & S., Oct. 13.
Hirundo, Thoresen, Oct. 20.
Kiangsu, B. & S., Oct. 20.
Kweiyang, B. & S., Oct. 22.
Hiram, Thoresen, Oct. 27.

BELOWAN DELI

Van Heutz, J.C.J.L., Oct. 10.
Franken, Melchers, Oct. 13.
Fulda, Melchers, Oct. 19.
Glenbank, Bank, Nov. 6.
Main, Melchers, Nov. 9.

DOMBAY

Awa Maru, N.Y.K., Oct. 14.
Mirapore, P. & O., Oct. 17.
Nagato Maru, N.Y.K., Oct. 27.
Yamagata Maru, N.Y.K., Oct. 31.
Macedonia, P. & O., Nov. 9.

BOSTON

Imperial Prince, Furness, Oct. 9.
Lisbon Maru, N.Y.K., Oct. 10.
Pres. Harrison, Dollar, Oct. 20.
Tai Ping, Dodwell's, Oct. 21.
Japanese Prince, Furness, Oct. 24.
Pres. Johnson, Dollar, Nov. 3.
British Prince, Furness, Nov. 7.

BREMER

Franken, Melchers, Oct. 13.
Fulda, Melchers, Oct. 19.
Africa, Manners, Oct. 27.
Main, Melchers, Nov. 9.

BRINDISI

Esquilino, Dwell's, Oct. 13.
Rosandra, Dwell's, Nov. 2.

CALCUTTA

Genoa Maru, N.Y.K., Oct. 11.
Tilawa, B.I., Oct. 12.
Namsang, Jardine's, Oct. 14.
Rangoon Maru, N.Y.K., Oct. 16.
Yuen-sang, Jardine's, Oct. 21.
Takada, B.I., Oct. 25.

CEBU

Washington, S.S.S., Oct. 18.
G'den Tide, S.S.S., Oct. 24.

CHEFOO

Kueichow, B.S.S., Oct. 29.

COLOMBO

Preussen, Jelsen, Oct. 9.
Karmala, P. & O., Oct. 12.
Awa Maru, N.Y.K., Oct. 14.
Esquilino, Dwell's, Oct. 15.
Franken, Melchers, Oct. 15.
Vogland, Jelsen, Oct. 16.
Glenbank, Bank, Oct. 17.
Fulda, Melchers, Oct. 19.
Kamo Maru, N.Y.K., Oct. 19.
Pres. Harrison, Dollar, Oct. 20.
General Metzinger, M.M., Oct. 22.
Kalyan, P. & O., Oct. 28.
Nagato Maru, N.Y.K., Oct. 27.
Yamagata Maru, N.Y.K., Oct. 31.
Katori Maru, N.Y.K., Nov. 2.
Nagore, P.O., Nov. 3.
Pres. Johnson, Dollar, Nov. 3.
Andre Lebon, M.M., Nov. 5.
Macedonia, P. & O., Nov. 9.
Main, Melchers, Nov. 9.

COPENHAGEN

Afrika, Manners, Oct. 27.

DALNY

Linan, B. & S., Oct. 9.
Yingchow, B. & S., Oct. 2.
Trier, Melchers, Oct. 22.

DUTCH PORTS

City of Pekin, Bank, Oct. 9.
Preussen, Jelsen, Oct. 9.
Karmala, P. & O., Oct. 12.
Franken, Melchers, Oct. 15.
Vogland, Jelsen, Oct. 16.
Glenbank, Bank, Oct. 17.
Sumatra, Gilman's, Oct. 17.
Fulda, Melchers, Oct. 19.
Kamo Maru, N.Y.K., Oct. 19.
Kalyan, P. & O., Oct. 28.
Africa, Manners, Oct. 27.
Duisburg, Jelsen, Oct. 20.
Katori Maru, N.Y.K., Nov. 2.
Formosa, Gilman's, Nov. 8.
Main, Melchers, Nov. 9.

FOOCHOW

Haining, Douglas, Oct. 11.
Huichow, B. & S., Oct. 11.
Huiyang, Douglas, Oct. 15.

GENOA

Preussen, Jelsen, Oct. 9.
Lima Maru, N.Y.K., Oct. 13.
Vogland, Jelsen, Oct. 16.
Fulda, Melchers, Oct. 19.
Oanfa, B.F., Oct. 20.
Pres. Harrison, Dollar, Oct. 20.
Duisburg, Jelsen, Oct. 20.
Pres. Johnson, Dollar, Nov. 3.

GLASGOW

Oanfa, B.F., Oct. 20.

GOTHENBURG

Afrika, Manners, Oct. 27.

HAIPHONG AND HOIHOW

Canton, M.M., Oct. 15.
Chengtu, B. & S., Oct. 17.
Kweiyang, B. & S., Oct. 22.
Tokuin, M.M., Oct. 22.
Chekiang, B.S.S., Oct. 31.

HAMBURG

City of Pekin, Bank, Oct. 9.
Preussen, Jelsen, Oct. 9.
Franken, Melchers, Oct. 13.
Menclaus, B.F., Oct. 13.
Vogland, Jelsen, Oct. 16.
Glenbank, Bank, Oct. 17.
Sumatra, Gilman's, Oct. 17.
Fulda, Melchers, Oct. 19.
Africa, Manners, Oct. 27.
Duisburg, Jelsen, Oct. 30.
Formosa, Gilman's, Nov. 8.
Main, Melchers, Nov. 9.

HAVRE

Oanfa, B.F., Oct. 20.

HONOLULU

Taiyo Maru, N.Y.K., Oct. 16.
Pres. Cleveland, Dollar, Oct. 22.
Ginyo Maru, N.Y.K., Oct. 29.
Tenyo Maru, N.Y.K., Oct. 30.

ILOILO

Washington, S.S.S., Oct. 18.
G'den Tide, S.S.S., Oct. 24.

JAPAN PORTS

Automedon, B.F., Oct. 9.
Emp. of Russia, C.P.S., Oct. 9.
Delta, P. & O., Oct. 10.
Lisbon Maru, N.Y.K., Oct. 10.
Perseus, B.F., Oct. 10.
Romolo, Dwell's, Oct. 11.
Glenbank, Bank, Oct. 11.
Macedonia, P. & O., Oct. 12.
Myrmidon, B.F., Oct. 12.
Takada, B.I., Oct. 12.
Sauerland, Jelsen, Oct. 13.
Kaga Maru, N.Y.K., Oct. 13.
Kashima Maru, N.Y.K., Oct. 15.
Pres. Lincoln, Dollar, Oct. 15.
Kidderpore, P. & O., Oct. 15.
Suisang, Jardine's, Oct. 16.
Taiyo Maru, N.Y.K., Oct. 16.
Wakasa Maru, N.Y.K., Oct. 16.
Shantung, Jardine's, Oct. 17.
Malaya, Manners, Oct. 17.
Mishima Maru, N.Y.K., Oct. 21.
Tai Ping, Dodwell's, Oct. 21.
Porthos, M.M., Oct. 22.
Pres. Cleveland, Dollar, Oct. 22.
Belana, P. & O., Oct. 23.
Kulmerland, Jelsen, Oct. 25.
Pembroke, Jardine's, Oct. 25.
Ixon, B.F., Oct. 26.
Kashgar, P. & O., Oct. 26.
Shirala, B.I., Oct. 28.
Ginyo Maru, N.Y.K., Oct. 29.
Pres. Madison, A.M.L., Oct. 29.
Romolo, Dodwell's, Oct. 29.
Tulma, B.I., Oct. 29.
Tenyo Maru, N.Y.K., Oct. 30.
Emp. of Asia, C.P.S., Oct. 31.
Malaya, Manners, Oct. 31.
Lahn, Melchers, Nov. 2.
Chenoucaut, M.M., Nov. 5.
Pres. Pierce, Dollar, Nov. 5.
Hosang, Jardine's, Nov. 6.
Venezia, Dwell's, Nov. 7.
Glenbank, Bank, Nov. 9.

KAGAWA

Franken, Melchers, Oct. 13.
Fulda, Melchers, Oct. 19.
Africa, Manners, Oct. 27.
Main, Melchers, Nov. 9.

KALING

Esquilino, Dwell's, Oct. 13.
Rosandra, Dwell's, Nov. 2.

KALING

Genoa Maru, N.Y.K., Oct. 11.
Tilawa, B.I., Oct. 12.
Namsang, Jardine's, Oct. 14.
Rangoon Maru, N.Y.K., Oct. 16.
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Takada, B.I., Oct. 25.

KAGAWA

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G'den Tide, S.S.S., Oct. 24.

KALING

Kueichow, B.S.S., Oct. 29.

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Yamagata Maru, N.Y.K., Oct. 31.
Katori Maru, N.Y.K., Nov. 2.
Nagore, P.O., Nov. 3.
Pres. Johnson, Dollar, Nov. 3.
Andre Lebon, M.M., Nov. 5.
Macedonia, P. & O., Nov. 9.
Main, Melchers, Nov. 9.

KALING

Linan, B. & S., Oct. 9.
Yingchow, B. & S., Oct. 2.
Trier, Melchers, Oct. 22.

KALING

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Vogland, Jelsen, Oct. 16.
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Fulda, Melchers, Oct. 19.
Kamo Maru, N.Y.K., Oct. 19.
Kalyan, P. & O., Oct. 28.
Africa, Manners, Oct. 27.
Duisburg, Jelsen, Oct. 20.
Katori Maru, N.Y.K., Nov. 2.
Formosa, Gilman's, Nov. 8.
Main, Melchers, Nov. 9.

KALING

City of Pekin, Bank, Oct. 9.
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Franken, Melchers, Oct. 15.
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Katori Maru, N.Y.K., Nov. 2.
Formosa, Gilman's, Nov. 8.
Main, Melchers, Nov. 9.

KALING

City of Pekin, Bank, Oct. 9.
Preussen, Jelsen, Oct. 9.
Karmala, P. & O., Oct. 12.
Franken, Melchers, Oct. 15.
Vogland, Jelsen, Oct. 16.
Glenbank, Bank, Oct. 17.
Sumatra, Gilman's, Oct. 17.
Fulda, Melchers, Oct. 19.
Kamo Maru, N.Y.K., Oct. 19.
Kalyan, P. & O., Oct. 28.
Africa, Manners, Oct. 27.
Duisburg, Jelsen, Oct. 20.
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Formosa, Gilman's, Nov. 8.
Main, Melchers, Nov. 9.

MARSEILLES

Karmala, P. & O., Oct. 12.
Lima Maru, N.Y.K., Oct. 13.
Franken, Melchers, Oct. 13.
Menclaus, B.F., Oct. 13.
Kamo Maru, N.Y.K., Oct. 19.
Pres. Harrison, Dollar, Oct. 20.
General Metzinger, M.M., Oct. 22.
Kalyan, P. & O., Oct. 28.
Aeneas, B.F., Oct. 29.
Katori Maru, N.Y.K., Nov. 2.
Nagore, P.O., Nov. 3.
Pres. Johnson, Dollar, Nov. 3.
Andre Lebon, M.M., Nov. 5.
Macedonia, P. & O., Nov. 9.
Main, Melchers, Nov. 9.

NAPLES

Kamo Maru, N.Y.K., Oct. 19.
Pres. Harrison, Dollar, Oct. 20.
Katori Maru, N.Y.K., Nov. 2.
Pres. Johnson, Dollar, Nov. 3.

NEWCHWANG

Linan, B. & S., Oct. 9.
Chipshing, Jardine's, Oct. 20.
Cheongshing, Jardine's, Oct. 31.

NEW YORK, BOSTON, etc.

Imperial Prince, Furness, Oct. 9.
Lisbon Maru, N.Y.K., Oct. 10.
Pres. Harrison, Dollar, Oct. 20.
Tai Ping, Dodwell's, Oct. 21.
Japanese Prince, Furness, Oct. 24.
Pres. Johnson, Dollar, Nov. 3.
British Prince, Furness, Nov. 7.

NORTH CHINA

Sauerland, Jelsen, Oct. 13.
Trier, Melchers, Oct. 22.
Kulmerland, Jelsen, Oct. 25.

OSLO

Sumatra, Gilman's, Oct. 18.
Africa, Manners, Oct. 27.
Formosa, Gilman's, Nov. 8.

PANAMA

Lisbon Maru, N.Y.K., Oct. 10.
Taiping, Dodwell's, Oct. 21.

PENANG

Van Heutz, J.C.J.L., Oct. 10.
Genoa Maru, N.Y.K., Oct. 11.
Karmala, P. & O., Oct. 12.
Tilawa, B.I., Oct. 12.
Awa Maru, N.Y.K., Oct. 14.
Namsang, Jardine's, Oct. 14.
Menclaus, B.F., Oct. 15.
Rangoon Maru, N.Y.K., Oct. 16.
Mirapore, P. & O., Oct. 17.
Kamo Maru, N.Y.K., Oct. 19.
Pres. Harrison, Dollar, Oct. 20.
Yuen-sang, Jardine's, Oct. 21.
Kalyan, P. & O., Oct. 28.
Talamia, B.I., Oct. 29.
Nagato Maru, N.Y.K., Oct. 27.
Yamagata Maru, N.Y.K., Oct. 31.
Katori Maru, N.Y.K., Nov. 2.
Nagore, P.O., Nov. 3.
Pres. Johnson, Dollar, Nov. 3.
Takada, B.I., Nov. 6.
Macedonia, P. & O., Nov. 9.

PORTLAND

Iowa, S.S.S., Oct. 15.
Boliver, Bank, Oct. 16.
Carlier, Bank, Nov. 5.

RANGOON

Genoa Maru, N.Y.K., Oct. 11.
Rangoon Maru, N.Y.K., Oct. 16.

SAIGON

General Metzinger, M.M., Oct. 22.
Andre Lebon, M.M., Nov. 5.

SANDAKAN

Mausang, Jardine's, Oct. 10.
Hinsang, Jardine's, Oct. 25.
Nelloré, E. & A., Nov. 1.

SAN FRANCISCO

Lisbon Maru, N.Y.K., Oct. 10.
Iowa, S.S.S., Oct. 15.
Taiyo Maru, N.Y.K., Oct. 21.
Tai Ping, Dodwell's, Oct. 21.
Pres. Cleveland, Dollar, Oct. 22.
G'den Tide, S.S.S., Oct. 24.
Tenyo Maru, N.Y.K., Oct. 30.
Pres. Pierce, Dollar, Nov. 5.

SCANDINAVIAN PORTS

Sumatra, Gilman's, Oct. 18.
Africa, Manners, Oct. 27.
Formosa, Gilman's, Nov. 8.

SEATTLE

Pres. Lincoln, Dollar, Oct. 15.
Boliver, Bank, Oct. 16.
Mishima Maru, N.Y.K., Oct. 21.
Pres. Madison, A.M.L., Oct. 29.
Iyo Maru, N.Y.K., Nov. 4.
Carlier, Bank, Nov. 5.

SHANGHAI

Automedon, B.F., Oct. 9.
Emp. of Russia, C.P.S., Oct. 9.
Kiukiang, B. & S., Oct. 9.
Linan, B. & S., Oct. 9.
Chinhua, B. & S., Oct. 10.
Foonshing, Jardine's, Oct. 10.
Lisbon Maru, N.Y.K., Oct. 10.
Perseus, B.F., Oct. 10.
Romolo, Dwell's, Oct. 11.
Glenbank, Bank, Oct. 11.
Kingyuan, B.S.S., Oct. 11.
Pres. Madison, A.M.L., Oct. 12.
Myrmidon, B.F., Oct. 12.
Kanchow, B.S.S., Oct. 12.
Duisburg, Jelsen, Oct. 13.
Soochow, B.S.S., Oct. 13.
Waishang, Jardine's, Oct. 13.
Kashima Maru, N.Y.K., Oct. 15.
Kaga Maru, N.Y.K., Oct. 15.
Cheongshing, Jardine's, Oct. 31.

SHANGHAI

Automedon, B.F., Oct. 9.
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Kiukiang, B. & S., Oct. 9.
Linan, B. & S., Oct. 9.
Chinhua, B. & S., Oct. 10.
Foonshing, Jardine's, Oct. 10.
Lisbon Maru, N.Y.K., Oct.

CHINA NAVIGATION COMPANY, LIMITED.

NINGPO & SHANGHAI	"KIUKIANG"	On 9th Oct.	3 p.m.
AMOI, SHANGHAI, & DALNY	"LINAN"	On 9th Oct.	5 p.m.
SWATOW & SHANGHAI	"CHINBUA"	On 10th Oct.	8 a.m.
SWATOW, FOOCHOW, WHEATOW, CHITTOO & TIENTSIN	"HICHOOW"	On 11th Oct.	10 a.m.
SHANGHAI	"KINGYUAN"	On 11th Oct.	3 p.m.
SWATOW, SHANGHAI & TIENTSIN	"KONGHONG"	On 13th Oct.	8 a.m.
AMOI & SHANGHAI	"KANGHONG"	On 13th Oct.	9 a.m.
SWATOW & SHANGHAI	"KALUAN"	On 13th Oct.	Noon
SWATOW, AMOI, SWATOW & S'PORE	"SHANTUNG"	On 13th Oct.	5 p.m.
SWATOW, SHANGHAI & TIENTSIN	"CHENGTO"	On 15th Oct.	8 a.m.
HOIHOW, PAKHOI & HAIPHONG	"KIANGSU"	On 17th Oct.	10 a.m.
SWATOW & SHANGHAI	"KWEIANG"	On 20th Oct.	Noon
HOIHOW, SINGAPORE & BANGKOK	"KUEIHOW"	On 22nd Oct.	10 a.m.
WHEATOW, CHITTOO & TIENTSIN	"OHEKIANG"	On 29th Oct.	10 a.m.
HOIHOW, PAKHOI & HAIPHONG	"OHEKIANG"	On 31st Oct.	10 a.m.

SAILINGS SUBJECT TO ALTERATION.
For Freight or Passage apply to— BUTTERFIELD & SWIRE,
TELEPHONE: CENTRAL 36. Agents.
CARGO AND PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, LIMITED.

"OHANGTE" & "TAIPING"
THREE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM
HONGKONG TO AUSTRALIAN PORTS
Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports
Excellent & Most Up-to-date Fleet & Second Class Passenger Accommodation.
HONGKONG TO SYDNEY—19 DAYS.

SHIPS	Days from Hong Kong	Days to Sail
OHANGTE	In Port	19th October

For Freight and Passage Apply to—BUTTERFIELD & SWIRE,
TELEPHONE: CENTRAL 36. Agents.

THE EAST ASIATIC CO., LTD. COPENHAGEN.

The M.S. "AFRIKA"
loading on or about
27th OCTOBER
For
PORT SAID, ANTWERP, ROTTERDAM, AMSTERDAM, HAMBURG, COPENHAGEN
AND OTHER SCANDINAVIAN & BALTIC PORTS.

OTHER SAILINGS:— SHANGHAI, ETC. CONTINENT, ETC.
M.S. "Malaya" ... 21st Oct. ... 2nd Dec.
Optional Bills of Lading issued to United Kingdom Ports.
For further particulars, please apply to:—
JOHN MANNERS & CO., LTD.
MERCANTILE BANK BUILDING.
Telephone C. 4071. Agents.

PRINCE LINE

AUGMENTED SERVICE
SAILINGS EVERY 14 DAYS.

TO
BOSTON
AND
NEW YORK

T.S. "IMPERIAL PRINCE" ... Oct. 9th
M.V. "JAVANESE PRINCE" ... Oct. 24th
T.S. "BRITISH PRINCE" ... Nov. 7th

Excellent Accommodation for a Limited Number of Passengers at Moderate Rates.
For Freight, Passage Rates and Full Particulars, Apply to:—

FURNESS (FAR EAST), LIMITED.
Telephone: Central 2155. (Incorporated in Great Britain)
Telegrams: Furnprice. King's Building 119



FRENCH MAIL STEAMERS	
Sailings from Hong Kong:	
To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port-Said.	To Yokohama via Shanghai and Kobe.
1. METZINGER ... 22nd Oct.	PORTHOUS ... 22nd Oct.
ANDRE LEBON ... 5th Nov.	CHENONCEAUX ... 5th Nov.
PORTHOUS ... 19th Nov.	ATHOS II ... 19th Nov.
CHENONCEAUX ... 3rd Dec.	D'ARTAGNAN ... 3rd Dec.
ATHOS II ... 17th Dec.	ANGERS ... 17th Dec.
D'ARTAGNAN ... 31st Dec.	SPRING ... 31st Dec.
ANGERS ... 14th Jan.	G. METZINGER ... 14th Jan.
SPRING ... 28th Jan.	ANDRE LEBON ... 28th Jan.

We also issue Through Tickets to Egypt, Syrian Ports, East Africa, Madagascar by Transshipment on our Mail Steamers at Port-Said, or Djibouti.
COMMERCIAL LINE
For DUNKIRK via Port-Said, Ouarz, Casablanca, Hamburg, Rotterdam, (Antwerp).
For Full Particulars, apply to:—
Cie. des MESSAGERIES MARITIMES.
Telephone: C. 661 and 740. 3 Queen's Building.

ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

OCTOBER 7, 1929.												OCTOBER 8, 1929.											
STATION	Hour Knots Barometer at Sea Level	BAROMETER AT SEA LEVEL		TEMPERATURE	HUMIDITY	WIND			Hour Knots Barometer at Sea Level	BAROMETER AT SEA LEVEL		TEMPERATURE	HUMIDITY	WIND			Hour Knots Barometer at Sea Level						
		Fahrenheit	Millic.			Direction	Force	Direction		Fahrenheit	Millic.			Direction	Force								
Wladivostok...	12	29.82	757.4	49	...	N	4	o	6	5	29.85	760.6	46	...	NNE	2	6						
Nemuro	11	29.98	761.5	...	...	S	2	...	...	...	29.76	756.0	...	...	S	...	...						
Hokodate	...	29.90	759.5	...	...	S	...	...	...	...	29.73	755.0	...	...	...	...	...						
Tokio	...	30.02	762.3	...	...	SSW	1	...	...	...	29.88	759.0	...	...	NW	1	...						
Kochi	...	29.96	761.0	...	...	...	0	...	...	...	29.88	759.0	...	...	...	1	0						
Nagasaki	...	29.92	760.0	...	...	ESE	1	...	...	...	29.98	761.5	...	...	NNW	1	0						
Kagoshima	...	29.92	760.0	...	...	S	1	...	...	...	29.92	760.0	...	...	...	...	...						
Oshima	...	29.92	760.0	...	...	...	0	...	...	...	29.86	758.5	...	...	N	...	...						
Naha	...	29.88	759.0	...	...	N	3	...	...	...	29.84	758.0	...	...	NE	...	...						
Ishigakijima	...	...	...	...	...	...	...	...	...	...	29.86	758.5	...	...	NNE	...	...						
Bonin Island	...	29.86	758.5	...	...	ESE	1	...	...	...	29.82	757.5	68	90	ESE	1	...						
Chefoo	15	29.96	761.0	65	84	WNW	4	b	6	...	30.13	761.9	...	...	N	1	...						
Shanghai	13	30.04	764.1	70	65	NW	2	o	...	...	30.15	763.9	55	93	NW	1	...						
Guttsai	...	30.10	764.9	69	75	NNW	6	o	...	...	30.17	768.3	67	64	N	4	...						
Sharp Peak	...	29.90	759.4	81	78	ENE	4	b	7	...	29.92	759.9	74	...	NE	4	...						
Amoy	...	29.82	757.4	90	56	E	4	b	6	...	29.83	760.0	73	64	NE	6	...						
Swatow	...	29.85	758.2	83	69	E	2	b	...	...	29.84	760.5	76	82	NE	2	...						
Taihou	11	29.92	759.9	84	71	E	4	o	5	...	29.97	761.1	72	92	E	2	...						
Taihu	...	29.87	758.7	90	...	W	2	o	...	...	29.86	758.4	72	...	...	0	...						
Taiwan	...	29.85	758.1	90	...	NNW	2	b	...	...	29.82	757.5	73	...	...	2	...						
Koshun	...	29.85	758.1	86	...	NE	4	b	...	...	29.82	757.5	77	...	NE	4	...						
Pescadores	...	29.87	758.7	86	...	NE	6	b	...	...	29.85	758.1	77	...	NNW	6	...						
Hong Kong	14	29.82	757.4	84	69	E	2	o	6	...	29.85	759.2	74	66	NE	2	...						
Gap Rock	...	29.85	758.2	...	...	ENE	4	b	...	...	29.89	758.7	...	...	NNE	4	...						
Macao	...	29.81	757.6	86	61	NNE	2	o	...	...	29.88	759.0	73	71	NNE	4	...						
Hqihow	...	...	...	...	...	...	...	...	...	...	29.85	759.7	77	86	ENE	5	...						
Pratas Island	...	29.79	756.5	84	78	NNW	4	b	...	...	29.92	759.9	70	...	ENE	4	...						
Phu Lien	15	29.88	759.0	82	60	ENE	6	r	...	...	29.73	755.1	77	...	ENE	8	...						
Tourane	...	29.68	753.9	92	...	...	...	...	...	...	...	...	...	...	...	...	...						
Cape St. James	...	...	...	...	...	...	...	...	...	...	29.79	756.6	79	76	NE	4	...						
Basco	14	29.73	755.1	86	75	NE	4	o	6	...	29.79	756.6	79	80	NE	4	...						
Apurri	...	29.72	754.8	84	77	NNW	2	o	...	...	29.79	756.6	77	89	WSW	4	...						
Tuguegarao	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...						
Vigan	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...						
Manila	...	29.69	754.9	84	74	SW	2	o	...	...	29.70	756.6	77	89	WSW	4	...						
Legaspi	...	29.66	753.3	79	91	WSW	4	o	...	...	29.73	755.1	77	88	WSW	4	...						
Calabog	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...						
Tacolban	...	29.66	753.8	84	81	NW	6	o	...	...	29.74	755.4	79	85	W	4	...						
Holo	...	29.69	754.2	86	68	SSW	2	o	...	...	...	...	...	...	...	...	...						
Cebu	...	26.67	753.6	86	56	WSW	4	o	...	...	...	...	...	...	...	...	...						
Surigao	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...						
Saipan	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...						
Guam	12.22	29.66	753.3	...	...	SSW	4	o	4.22	...	...	...	...	...	...	...	...						
Yap	11.00	29.66	753.3	...	...	SSW	4	o	5	...	29.76	756.0	...	...	SSW	8	...						
Pelew	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...						
Ponape	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...						
Labuan	14	29.82	757.4	84	68	SW	4	b	6	...	29.84	757.8	84	91	SW	4	...						

October 8d. 11A. 10m.—The anticyclone over China continues to increase in intensity. depressions cover Hokkaido and S. Annam.
The typhoon is situated at about 600 miles east of Manila, moving slowly W.N.W.
Moderate to fresh monsoon will prevail along the coast and over the N. China Sea.
Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.02 inch. Total since January 1, 68.03 inches, against an average of 77.85 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON OCTOBER 9.
DISTRICT.
1.—Formosa Channel
2.—South coast of China between Hong Kong and Lamocka
3.—Hong Kong to Gap Rock
4.—South coast of China between Hong Kong and Hainan
(N.E. winds, fresh; fair.
C. W. JEFFRIES, Director.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, October 8.			
Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.	On Date at 10 a.m.
Barometer ... 29.81	29.93	29.95	29.95
Temperature ... 84	80	80	80
Humidity ... 73	64	63	63
Wind ... NE	E	E	E
Direction ... NE	E	E	E
Force ... 1	0	0	0
Weather ... 0	0	0	0
Rain ... 0.0	0.00	0.02	0.02
Highest open-air Temperature, 7:84			
Lowest open-air Temperature, 5:74			
B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.			

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AFTER YOU GO AWAY

and you will certainly want to know what is happening. Send an order for the Weekly Press to be sent to you. We, at 11, Ice House Street, will do the rest.

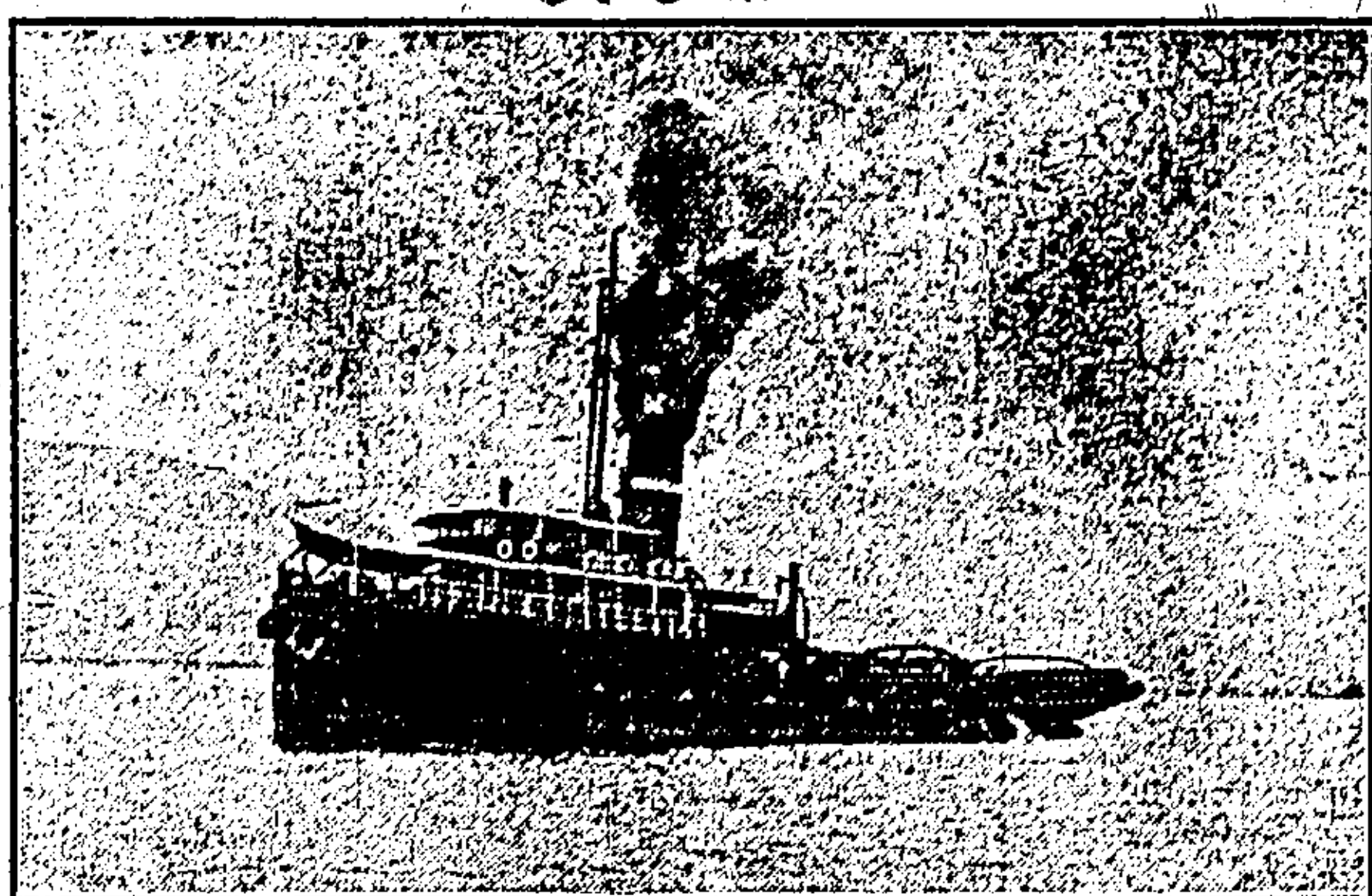
HONG KONG TIDE TABLE.

From October 9 to 15, 1929.

High Water.		Low Water.	
Days of Week	Time	Days of Week	Time
Wed. 9	h. m. 1. 11	h. m. 8 16	h. m. 2 7
Thur. 10	No infer. high nor Low	h. m. 8 16	h. m. 2 8
Fri. 11	No infer. high nor Low	h. m. 11 14	h. m. 2 8
Sat. 12	No infer. high nor Low	h. m. 0 8	h. m. 2 4
Sun. 13	h. m. 4 27	h. m. 0 8	h. m. 2 4
Mon. 14	h. m. 5 49	h. m. 0 9	h. m. 2 3
Tues. 15	h. m. 6 48	h. m. 0 54	h. m. 2 1
	h. m. 8 20	h. m. 1 52	h. m. 2 0

THE HONG KONG & WHAMPOA DOCK COMPANY, LIMITED.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONG KONG.
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INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS		
TO	STEAMSHIP	DATE
TSINGTAU via SWATOW & SHANGHAI	"FOOSHING" "WAISHING" "HOPSHANG" "HANGSANG"	Thurs., 10th Oct., at 7 a.m. Sun., 13th Oct., at 7 a.m. Wed., 16th Oct., at 7 a.m. Sun., 20th Oct., at 7 a.m.
OSAKA via AMOI, MOJI & KOBE	"SUISANG" "HOSANG" "KUTSANG"	Wed., 16th Oct., at 7 a.m. Wed., 16th Nov., at 7 a.m. Tues., 19th Nov., at 7 a.m.
OSAKA via AMOI, MOJI, YOKOHAMA & KOBE	"KUMSANG"	Fri., 25th Oct., at 7 a.m.
SINGAPORE, PENANG & CALOUTTA	"NAMSANG" "YUENSANG"	Mon., 14th Oct., at 3 p.m. Mon., 21st Oct., at 3 p.m.
SANDAKAN	"MAUSANG" "HINSANG"	Thurs., 10th Oct., at Noon Sat., 25th Oct., at Noon
TIENTSIN via WEI-HAI-WEI & NEWCHWANG	"CHIPSHING" "CHEONGSHING"	Sun., 20th Oct., at 10 a.m. Thurs., 31st Oct., at 10 a.m.

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TO LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.
Motor Vessel "GLENHIEL" (via Oron) ... 11th October
Motor Vessel "GLENLUCE" ... 30th October
Motor Vessel "GLENBEG" ... 27th November
Steamship "GLENIFFER" ... 25th December
TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.
Motor Vessel "GLENBEG" ... 11th October
Steamship "PENNBRIDGE" ... 25th October
Steamship "GLENIFFER" ... 27th November
Steamship "PENNBRIDGE" ... 25th November
Motor Vessel "GLENLUCE" ... 25th December
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THROUGH BOOKINGS TO LONDON:
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NEXT SAILINGS TO EUROPE:—
Express Freight S.S. "Franken" ... departure 15th Oct.
Pass. S.S. "FOLDA" ... departure 19th Oct.
Express Freight S.S. "Main" ... departure 19th Nov.
Pass. S.S. "TRIEM" ... departure 19th Nov.
Express Freight S.S. "Pfalz" ... departure 28th Nov.
Pass. S.S. "Lahn" ... departure 28th Nov.
Express Freight S.S. "Koenigsberg" ... departure 17th Dec.
Pass. S.S. "Imar" ... departure 24th Dec.
Express Freight S.S. "Saarbruecken" ... departure 11th Jan.
Pass. S.S. "Asperburg" ... departure 20th Jan.
Passenger steamers sailing via Manila and Ports to Genoa, Rotterdam, Hamburg and Bremen.
Freight steamers sailing via Singapore and Ports to Marseilles, Rotterdam, Hamburg and Bremen.
NEXT ARRIVALS FROM EUROPE:—
SAILINGS TO SHANGHAI & N. CHINA (Passenger steamers Japan) (Freight steamers)
Pass. S.S. "TRIEM" ... due here 12nd Oct.
Freight S.S. "Lahn" ... due here 2nd Nov.
Freight S.S. "Koenigsberg" ... due here 19th Nov.
Freight S.S. "Imar" ... due here 30th Nov.
Pass. S.S. "Saarbruecken" ... due here 18th Dec.
Freight S.S. "Alster" ... due here 23rd Dec.

HONG KONG—NEW GUINEA

DIRECT SIX WEEKLY SERVICE FROM HONG KONG TO
RABAU, KULON, KALILI, WITU (PETER HBR.)
CARGO TO ALL OTHER PORTS IN THE MANDATED TERRITORY OF NEW GUINEA WILL BE ACCEPTED OF THROUGH BILLING WITH SHANGHAI
AT RABAU.
S.S. "BREMERHAVEN" ... departure about 5th Nov.
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TO VICTORIA AND VANCOUVER
17 Days Hong Kong-Vancouver, 14 Days Shanghai-Vancouver
11 Days Kobe-Vancouver, 9 Days Yokohama-Vancouver

	Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
EMPRESS OF RUSSIA	Oct. 9	Oct. 13	Oct. 15	Oct. 17	Oct. 28
EMPRESS OF ASIA	Oct. 31	Nov. 3	Nov. 6	Nov. 9	Nov. 18
EMPRESS OF CANADA	Nov. 13	Nov. 16	Nov. 19	Nov. 21	Nov. 30
EMPRESS OF RUSSIA	Nov. 27	Nov. 30	Dec. 3	Dec. 5	Dec. 14
EMPRESS OF ASIA	Dec. 19	Dec. 21	Dec. 24	Dec. 26	Jan. 4
EMPRESS OF CANADA	Jan. 15	Jan. 18	Jan. 21	Jan. 23	Jan. 31
EMPRESS OF RUSSIA	Feb. 13	Feb. 15	Feb. 18	Feb. 20	Mar. 1
EMPRESS OF ASIA	Mar. 5	Mar. 8	Mar. 11	Mar. 13	Mar. 22
EMPRESS OF CANADA	Mar. 19	Mar. 22	Mar. 25	Mar. 27	Mar. 30
EMPRESS OF RUSSIA	Apr. 9	Apr. 12	Apr. 15	Apr. 17	Apr. 26
EMPRESS OF ASIA	Apr. 30	May 3	May 6	May 8	May 17
EMPRESS OF CANADA	May 15	May 18	May 21	May 23	May 30
EMPRESS OF RUSSIA	June 4	June 7	June 10	June 12	June 21
EMPRESS OF ASIA	June 25	June 28	July 1	July 3	July 12
EMPRESS OF CANADA	July 15	July 18	July 21	July 23	July 30
EMPRESS OF RUSSIA	July 27	July 30	Aug. 2	Aug. 4	Aug. 13
EMPRESS OF ASIA	Aug. 7	Aug. 10	Aug. 13	Aug. 15	Aug. 24
EMPRESS OF CANADA	Aug. 20	Aug. 23	Aug. 26	Aug. 28	Sept. 5
EMPRESS OF RUSSIA	Sept. 4	Sept. 7	Sept. 10	Sept. 12	Sept. 21
EMPRESS OF ASIA	Sept. 17	Sept. 20	Sept. 23	Sept. 25	Oct. 4
EMPRESS OF CANADA	Sept. 30	Oct. 3	Oct. 6	Oct. 8	Oct. 17
EMPRESS OF RUSSIA	Oct. 15	Oct. 18	Oct. 21	Oct. 23	Oct. 30
EMPRESS OF ASIA	Oct. 27	Oct. 30	Nov. 2	Nov. 4	Nov. 13
EMPRESS OF CANADA	Nov. 10	Nov. 13	Nov. 16	Nov. 18	Nov. 27

(Regular Sailing Hour NOON, but "Empress of Canada" November 13th will sail 6 a.m.)

E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai.
Connecting Canadian Pacific Atlantic sailings from Montreal and Quebec every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.

HONG KONG-MANILA SERVICE

Leave Hong Kong	Arrive Manila	Leave Manila	Arrive Hong Kong
Oct. 22, 5 p.m.	Oct. 24	EMPRESS OF ASIA	Oct. 26
Nov. 5, 5 p.m.	Nov. 7	EMPRESS OF CANADA	Nov. 8

CANADIAN PACIFIC EXPRESS

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SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.		
TAIYO MARU	...	Wednesday, 16th Oct.
TENYO MARU	...	Wednesday, 30th Oct.
SEATTLE, VICTORIA via Shanghai & Japan Ports.		
MISHIMA MARU	...	Monday, 21st Oct.
IYO MARU	...	Monday, 4th Nov.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM, via Singapore, Penang, Colombo & Suez.		
KAMO MARU	...	Saturday, 16th Oct.
KATORI MARU	...	Saturday, 2nd Nov.
SYDNEY & MELBOURNE via Manila & Ports.		
AKI MARU	...	Wednesday, 23rd Oct.
KAGA MARU	...	Wednesday, 20th Nov.
BOMBAY via Singapore, Penang & Colombo.		
AWA MARU	...	Monday, 14th Oct.
+ NAGATO MARU	...	Sunday, 27th Oct.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.		
GINYO MARU	...	Tuesday, 29th Oct.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.		
HAKATA MARU	...	Wednesday, 23rd Oct.
NEW YORK, BOSTON, HAVANA via PANAMA.		
+ LISBON MARU	...	Thursday, 10th Oct.
LIVERPOOL via Port Said, Constantinople, Genoa & Marseilles.		

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WE WILL DO THE REST.

Shipping News Daily Statement, Waterfront News, etc.

YESTERDAY'S FREIGHT RETURNS.

IMPORTS 6,750 TONS; THROUGH CARGO 9,180 TONS.

Cargo returns shown at the Harbour Office during the 24 hours ended at 9 a.m. yesterday by vessels arriving in Hong Kong, were as follows:—

British	Cargo for H.K.	Through Ports.
Seang Bee	—	—
Huichow	1,350	160
Kingyuan	300	300
Linan	—	400
Foo Shing	—	420
Anking	—	1,380
Changte	580	120
American	—	2,850
Pres. Lincoln	1,930	3,480
Dutch	—	3,480
Tjikembang	—	820
Ulrikka	—	820
Japanese	—	—
Heihow	2,030	2,030
Yeiyan Maru	—	—
Newchwang	600	2,000
Portuguese	—	—
Ka Heng	310	310
K. C. Wan	—	—
Arr.	6,750	9,180

ARRIVALS AND DEPARTURES.

The arrivals and departures during the period under review were as follows:—

British	Arr.	Dep.
Japanese	10	8
Japanese	1	1
Norwegian	1	1
Chinese	2	2
Dutch	0	2
Portuguese	1	0
American	1	2
Arr.	17	18

ASIATIC DECK PASSENGERS.

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:—

Huichow (British), Tongku	18
Kingyuan (British), Shanghai	18
Amoy	127
Apocoy (British), Narau	168
Anking (British), Amoy, Swatow	652
President Lincoln (American), Los Angeles, Shanghai	525
Tjikembang (Dutch), Shanghai	248
Amoy	2,048

WARSHIPS IN HARBOUR.

The following warships were in port yesterday:—

Basin:—Tamar, L19, L20.	North Arm:—Titanic, Marazion.
West Wall:—Berwick.	In Dock:—Tarantula, L3, L33.
Let. No. 5 buoy:—Cambrian.	Foreign Man-of-War.
U.S. destroyers Whipple and John D. Edwards.	French gunboat Argus.

DAILY WATERFRONT NEWS.

General Holidays.

Thursday, October 10, and Monday, October 14, are general holidays and the Harbour Office will be closed except as under:—

Entry and Clearance Office:—

October 10: Open 10 a.m. to 12 noon. October 14: 10 a.m. to 12 noon.

Junk Officer:—Open 11 a.m. to 12 noon.

Passenger Traffic Figures.

The passenger traffic figures for the week ending October 5, published at the Harbour Office are as under:—

Arr.	Dep.
Ocean going steamers	18,189
River steamers	14,514
Junks and launches	23,379
	560
	53
	49,127
	37,883

Anchoring in Southern Fairway.

Two masters and a mistress of trading junks were fined \$5 each for anchoring in the Southern Fairway thereby causing obstruction to other vessels in the harbour.

SHIPS IN HARBOUR.

The following ships were in port yesterday:—

Wharves:—Kowloon: Empress of Russia, Angers, President Lincoln; Holt's: Changte, Soony, Lanchow, Liberator; Douglas Lanchow; Haiching.

Docks:—Kowloon: Koromiko, Kolambagan, Venezia, Yuet Shing, Kwong Sang, Taikoo; Seang Bee, Chinkiang, Erviken, Tean, Mishima Maru; Cosmopolitan; Fortol.

Buoys:—A1 Imperial Prince, A2 Taiyo Maru, A3 Lisbon Maru, A4 Prussen, A5 Tjikembang, A6 Osaka Maru, A8 Andes Maru, B9 Sinking, B12 Kingyuan, B13 Kaigan, C15 Tonkin, C18 Huichow, B21 Linan, B23 Apocoy, A25 Tjikembang, A27 Kwangtung, B32 Fookshing, B34 Yuan Lee, B38 Kronviken, C39 New Antheide, C40 Dux, C41 Ka Heng, C42 Haland, C44 Helios, C53 Kume-kata Maru.

PASSENGERS.

Arrivals.

The following passengers arrived on Monday by the s.s. President Lincoln from Shanghai for Hong Kong:—Mr. J. M. Acheson, Mrs. Elizabeth K. Awana, Lt.-Col. Charles Barker, Mr. Bernard Casenave, Mr. and Mrs. Donald Cradaddock, Mr. O. Y. Chan, Mrs. Chan Chow Shee, Mr. Chan Fung, Mrs. Chan Tai Tai, Mrs. Chan San Shee, Mr. Chang Ming Leng, Mr. S. D. Chong, Mr. Chen Kong Po, Mrs. Chen, Mr. Chiung Ping Shing, Mr. Chow Chung Po, Mrs. Walter Christie, Mr. Thomas A. H. Clark, Mr. D. M. Dong, Mrs. Frances T. Ellis, Mr. Byron Fox, Dr. and Mrs. Charles A. Hayes, Mr. Edward Holden, Mrs. Amy Haino, Miss Lynne Hsiao, Mr. John M. Haves, Mr. Kok, Mrs. Kok, Mrs. Kwan Kit Sang, Mrs. Luu Kok Shee, Miss Ho, Mr. and Mrs. George Leopold, Miss Helen G. Leopold, Mr. and Mrs. Leung Ngok Leun, Mr. L. La Ming, Mr. Lui Wei Chow, Mr. Vilhelm Meyer, Mr. Hugh Miller, Mr. Mok Shun, Mr. Samuel W. Murphy, Mr. Eben McFarland, Mr. and Mrs. H. N. McConnell, Mr. Charles L. Oliphant, Mr. and Mrs. Herbert E. Ren, Mrs. Carrie M. Rieger, Mr. William S. Robertson, Mr. Victor J. Rossell, Mr. and Mrs. (Continued on next Column).

CLEARANCES.

October 8.

Andre Lebon, for Shanghai.
Angers, for Saigon.
Apocoy, for Hongkong.
Chinkiang, for Swatow.
Emp. of Russia for Shanghai.
Haiching, for Swatow.
Huichow, for Canton.
Imperial Prince, for Manila.
King Yuan, for Canton.
Lushan Maru, for Swatow.
New Mathilde, for Hoihow.
Pres. Lincoln, for Manila.
Tjikembang, for Billiton.
Tjikembang, for Manila.
Yeiyan Maru, for Whampoa.

SUNRISE AND SUNSET.

FOR OCTOBER, 1929.

To-day	Sunrise	Sunset
.....	6.17 a.m.	6.04 p.m.
To-morrow	6.17	6.03
Friday	6.18	6.02

Carel Schoch, Mr. Maurice F. Stack, Mr. K. K. Sum, Miss Helen P. S. Tynn, Mrs. Helen H. H. Tynn, Mr. and Mrs. Ivan Tyler, Mr. and Mrs. George E. Waters, Mr. and Mrs. Joseph B. Weiss, Master Cedric M. L. Weiss, Mr. Wen Foo Chu, Sr. E. Mary Xavieria Wittman, Mr. K. D. Wong, Mr. Wong Yu Kai, Mr. Wong Shek Tai, Mr. Wong Wei An, Mrs. Yim Bai Ying, Miss Yim Kwok Chun, Mr. Yue Wai Law.

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AGENTS FOR
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UNITED KINGDOM & CONTINENT

"CITY OF PEKIN" ... London, Rotterdam, Amsterdam & Hamburg ... 9th October

NEW YORK, BOSTON & BALTIMORE ... AMERICAN AND MANCHURIAN LINE

"CITY OF CARDIFF" ... via Suez Canal ... 5th November

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MAURITIUS & SOUTH AFRICA ... ORIENTAL AFRICAN LINE

"TINHOW" ... 25th November

Loading for Mauritius, Réunion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Opatow.

Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chimbe, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

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PENINSULAR AND ORIENTAL, FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

Steamship	Tons	From Hongkong (about)	Destination
"KARMALA"	9,125	12th Oct. Noon	Mar. L'lon, Hull, B'dm. & A'warp
"MIRZAPUR"	6,715	17th Oct.	Straits, Colombo & Bombay
"KALYAN"	9,144	22nd Oct.	Mar. L'lon, Hull, B'dm. & A'warp
"MAGPORE"	5,383	2nd Nov.	Mar. L'lon, Hull, B'dm. & A'warp
"MAGDONIA"	11,120	9th Nov.	Bombay, Mar. L'lon & A'warp
"KIDDERPORE"	5,334	15th Nov.	Straits, Colombo & Bombay
"KASGAR"	9,005	23rd Nov.	Mar. L'lon, Hull, B'dm. & A'warp
"RAWALPINDI"	10,619	30th Nov.	Bombay, Mar. L'lon & A'warp
"BELTANA"	5,373	14th Dec.	Mar. L'lon, Hull, B'dm. & A'warp
"ALIPORE"	9,125	19th Dec.	Straits, Colombo & A'warp
"MALWA"	10,980	21st Dec.	Mar. L'lon, Hull, B'dm. & A'warp
"KHYBER"	9,114	23rd Dec.	Mar. L'lon, Hull, B'dm. & A'warp
"RAJPUTANA"	16,588	4th Jan.	B'bay, Mar. L'lon & A'warp
"LAHORE"	5,301	11th Jan. (Mar.)	L'lon, Hull, B'dm. & A'warp
"KATVA"	9,133	15th Jan.	Mar. L'lon, Hull, B'dm. & A'warp
"JEYPORE"	5,318	25th Jan. (Mar.)	L'lon, Hull, B'dm. & A'warp
"MANTUA"	10,946	1st Feb.	Bombay, Mar. L'lon & A'warp
"KARMALA"	9,125	15th Feb.	Mar. L'lon, Hull, B'dm. & A'warp
"MAGDONIA"	11,120	1st Mar.	Mar. L'lon, Hull, B'dm. & A'warp
"KASHMIR"	9,885	8th Mar.	do.
"KALYAN"	9,144	10th Mar.	Mar. L'lon, Hull, B'dm. & A'warp
"RAWALPINDI"	16,519	29th Mar.	Bombay, Mar. L'lon & A'warp
"MALWA"	10,980	12th Apr.	Bombay, Mar. L'lon & A'warp

* Cargo only. * Calls Casablanca.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Pirene, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Steamship	Tons	From Hongkong	Destination
"TILAWA"	10,008	12th Oct.	Singapore, Penang & Calcutta
"TALAMBA"	8,015	28th Oct.	do.
"TAKADA"	8,949	5th Nov.	do.
"SHIBALA"	7,841	12th Nov.	do.
"TALMA"	10,000	18th Nov.	do.
"TILAWA"	10,008	8th Dec.	do.
"TILAWA"	10,008	17th Dec.	do.

B.I.—Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons	From Hongkong	Destination
"NELLORE"	6,553	1st Nov.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"TANDA"	6,556	29th Nov.	do.
"ST. ALBANS"	4,500	3rd Jan., 1930	do.
"NELLORE"	6,553	31st Jan.	do.

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia The E. & A. S. Co., Ltd., steamers will also call at Shanghai, Tientsin, Kobe, Yokohama, Osaka, Manila, Cebu, Zamboanga, Tawau, Timor, Darwin, or other ports en route as indicated on the shipping schedule.

Frequent connections from Australia with the following:—

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand & Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.

The P. & O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

Steamship	Tons	From Hongkong	Destination
"DELTA"	8,097	10th Oct. Noon	Moji & Kobe.
"TAKADA"	8,949	12th Oct.	Amoy, Moji, Kobe, Yokohama, Osaka.
"MAGDONIA"	11,120	15th Oct.	Shanghai, Moji & Kobe.
"KIDDERPORE"	5,334	16th Oct.	Shanghai, Moji & Kobe.
"BELTANA"	5,373	22nd Oct.	Amoy, Moji, Kobe & Yokohama.
"SHIBALA"	7,841	26th Oct.	Amoy, Moji, Kobe & Osaka.
"KASHGAR"	9,005	26th Oct.	Shanghai, Moji, Kobe & Yokohama.
"TALMA"	10,000	29th Oct.	Amoy, Moji, Kobe & Osaka.
"TANDA"	6,556	5th Nov.	Shanghai, Mo

